





## INTIMATION.



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CIGAR MERCHANTS AND  
TOBACCONISTS.

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Any Cigars purchased from us have therefore the advantage of being in FINE CONDITION.

We Stock all the Best Known Brands, as well as the following, which are Manufactured solely for us:

**LOLITAS - PER BOX OF 50. \$5.50**  
An exquisite smoke.

**EL TAMARINDO, GRAND**  
ROYAL - PER BOX OF 50. \$4.00  
A very fine C.

**A. S. WATSON & CO.,**  
LIMITED,

ALEXANDRA BUILDINGS.

[25]

**NOTICE TO CORRESPONDENTS.**  
All communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that are already appearing in other papers will be inserted.

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Telegraphic Address: PRESS.  
Cables: A.S.W.C. 5th Ed. Lieber.  
P. O. Box, 91. Telephone No. 12.

**On July 19th, at Shanghai, to Mr. and Mrs. G. S. Forsyth, a son.**  
**DEATH.**  
On July 19th, accidentally drowned at Shanghai, JOHN JOSEPH HOUMANN, Engineer, Department, I. M. Customs, aged 31 years.

HONGKONG OFFICE: 10A, DES VERT ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, JULY 26TH, 1910.

The future of Korea is exciting no little interest at present. For several months past newspapers throughout the East have been kept, as it were, on the tiptoe of expectancy. Something was about to happen. Shrewd guesses were made that federation was about to be consummated, and though opinion generally accepts this as true doubts are occasionally expressed, not so much because there is any real feeling of uncertainty on the subject at all, but because the definite pronouncement by the Japanese Government has not yet been made. Probably the project has been made known to most of the Chancelleries concerned, and the fact that nothing to the contrary has been heard suggests that if Japan decides on a policy of amalgamation that no obstacles will be placed in her way, provided of course that the commercial treaties between certain Powers and Korea are observed. The appointment of Resident-General TERAGUCHI is believed to have an important bearing on the future of the Peninsula. By some he is regarded as the prospective Governor-General, but whatever office he may hold there seems general agreement that he has been selected with a view to the development of the situation in Korea. China is perhaps the one great exception to the application of the modern principle

that a weak or backward nation cannot be allowed to stand alone. Such a nation is a source of danger, but the greatest objection perhaps is that were she permitted to remain in her stagnant condition she would retard the progress of the world. Korea, which like the sister kingdoms of Japan and China, sought to seclude herself, has now to suffer from an arrested development. Her geographical position made it impossible for her to live to herself, and being unable to maintain a separate existence, it is inevitable that like other small weak nations of the world she should be absorbed by one or other of her stronger neighbours. In the present instance Japan has proved her capacity for the task she has undertaken, and the reforms she has already accomplished in the "hermit kingdom" ought to go a long way towards making her rule acceptable to the Koreans. That there will be difficulties in the way of annexation is only to be expected. A leading Japanese politician, who is opposed to annexation, bases his objection on the increased cost and the unpopularity among Koreans of the proposed amalgamation. He says: "If Japan swallows the peninsula, her expenditure upon Korea must greatly increase; for, firstly, as a result of annexation, every official post from seats in the Cabinet down to petty offices in local provinces will be filled by Japanese, and thus bring Japan an additional burden. Secondly, however much the Korean people may be lacking in patriotic spirit, and however disloyal they may be to the present Korean Imperial House, it can hardly be expected that the country can be subjugated without any protest by the people. There is certain to be some disturbance, and consequently, the military force will be increased to two divisions—at present there is one army division stationed in Korea—and the army expenditure will be increased by ¥10,000,000. Thirdly, as a result of the increase in the number of Japanese officials in the peninsula, Korean officials will lose their positions. It is quite natural that those who are dismissed will be discontented with Japanese policy, and will agitate among their people. This will make it necessary to extend the police force. Fourthly, when the peninsula is annexed, administrative expenditure will be multiplied. Furthermore, in such circumstances, the retention of army divisions in Korea will ultimately bring about army extension at home to make up for the absence of two divisions. The annexation of Korea will thus be more burdensome for Japan from every point of view." The conclusion of Mr. TAKEKOSHI, the politician in question, is that as Britain is content to exercise protection over Egypt so should Japan be satisfied with the status quo in Korea. The suggestion, however, overlooks the fact that Egypt is situated well within British spheres of influence, whereas Korea has been the battle ground of nations. She lies in an area of conflicting interests, and Japanese interests make imperative some definite purpose and policy in the country. That being so, the scheme of annexation contemplated is quite explicable, and though some little time will elapse before the arrangements are completed and the difficulties overcome there seems little doubt but that Korea will become an integral part of the Japanese Empire before very long.

The English Mail of the 25th June was delivered in London on the 23rd inst.

The old-style theatres in Peking have petitioned the Police Department for permission to admit women into their audience.

At the Magistracy yesterday Mr. E. R. Halifax sentenced a native to fourteen days imprisonment for stealing a quantity of cotton yarn from the Kowloon Godowns.

Major E. A. W. Courtney, Army Service Corps, Deputy Assistant Director of Supplies and Transport, Eastern Command, has been ordered to hold himself in readiness to embark for Hongkong.

Three Chinese, a man and two women, appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of kidnapping, and the women were further charged with harbouring and receiving a kidnapped child. The hearing was adjourned.

The return of visitors to the City Hall Library and Museum for the week ending the 24th July, 1910, shows that of non-Chinese there were 367 to the Library and 149 to the Museum, and of Chinese 168 to the former and 1,995 to the latter. The Library was, therefore, used by 535 persons and the Museum by 2,134.

It is stated in one of the local Chinese papers that, owing to the fact that an attempt was made by a miscreant on the life of H. I. H. Prince Tasi Hsun when he passed through Harbin on his way back from Europe last winter, special precautions will be taken to prevent the possibility of any such recurrence on the approaching return of H. I. H. Prince Tasi Tao, who is expected to pass through Manchuria about the end of this month.

The ss. *Taming* came out of Taikoo Dock yesterday morning.

Only one case of plague was reported in the Colony last week, but another notified yesterday brought the total to twenty and nineteen deaths.

Through the courtesy of the American Consulate General we yesterday received the following: typhoon warning despatched from Manila at 4 p.m.: Cyclone or typhoon in Pacific Ocean about half way between Malana Islands and the Loochoo Islands, moving W. N. W.

It is interesting to note that the business done by the China Mutual Life Insurance Company during the past year has shown a remarkable increase, as will be seen from the figures appearing in our advertising columns. An innovation of interest to Hongkong is the formation of a local advisory board consisting of Sir Paul Chater, Mr. T. F. Hough and Mr. C. J. Lafreniz. This should inspire the local community with even greater confidence in this company.

## VICE-ADMIRAL SIR ALFRED WINSLOE.

The following is the purport of the memorial address delivered by Vice-Admiral Sir Alfred L. Winsloe in front of the Chancel Shrine on Monument Hill, Port Arthur, and in the presence of Vice-Admiral Baron Tomioka, Lieut.-Gen. Ohigami, Civil Governor Shinai, Maj.-Gen. Hoshino and others, on Friday, 7th July.

"Since our arrival on Sunday last we have seen the battlefields surrounding Port Arthur, on which our Allies fought and so gloriously won the battles which culminated in the taking of this Fortress. We ask leave to place on the tomb of those who fell so gloriously fighting for their country this token of our profound admiration. We have stood on the hills, up which they fought their way to victory and it is with feelings of the deepest respect for their valour that we pay them this act of homage."

## THE MONEY MARKET.

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bulletin circular dated July 1st:

"The special influence on silver of a possible increase in the output of gold from recent discoveries in British Columbia appears likely to be light, for it is difficult to see how the movement toward a gold standard in China, the only important country still on a silver basis, can be helped by increased supplies of the latter metal, inasmuch as the hindrances are of a purely internal and bureaucratic character—and the convenience of silver, for small change, will always create a demand for its use irrespective of the production of gold. The extent to which the future of silver has been discounted is indicated by the still languid tone of the market. Prices have been fairly well maintained, and the Indian market furnished day by day the useful support, assisted by some bear covering on China account; but there is no grip, although Indian prospects seem good. This week, however, a large shipment to Bombay of 250,000 rupees of free spot supplies again carried cash silver to a premium of 1/2 above forward on the 29th and also to-day."

## LARGEST BATTLESHIP.

A battleship which will be completely eclipsed the Dreadnought as the Dreadnought's eclipsed the earlier fighting ships is to be laid down forthwith by Sir William Armstrong, Whitworth, & Company for the Chilean Government. This vessel will be by far the largest and most powerful battleship yet begun in the world. She will displace 32,000 tons, as compared with the 27,000 tons of the Argentine battleship and the 22,000 tons of the British Orion class. She will cost about three millions sterling, and will carry guns firing nearly as heavy shells as the old 116-ton weapon of thirty years ago, but with greater range and penetrating power. She will have a speed as great as or greater than that of any existing battleship.

Two battleships of 32,000 tons, each armed with ten 14-in. guns, are projected for the United States Navy, and Japan is understood to be preparing to lay down two similar vessels. But the Chilean battleship will be the first of these monster armoured vessels to appear on the stocks and the first to be completed for sea.

## LATEST STEAMER MOVEMENTS

The I.G.M. str. *Lufton* left Shanghai via Foochow on the 23rd instant at 11 p.m., and may be expected here to-morrow at 9 p.m.

The H.-A. Linie str. *Mecklenburg* left Tsingtau on the 23rd inst. p.m., and may be expected here on the 28th instant a.m.

The British str. *Baron Ogilvy* left Moji on the 23rd instant for this port, and is due to arrive here on or about the 26th inst.

The M.M. str. *Australia*, with the French Mail of the 3rd inst., and mails from London of the 2nd inst., left Singapore on the 24th inst. at 6 p.m., and is expected to arrive here on the 26th inst. at daylight.

The C.P.R. Co.'s str. *Empress of India* arrived at Kobe at 6.30 p.m. on the 22nd inst., and left again noon on 23rd instant for Yokohama, where she is due to arrive at 1 p.m. on the 24th instant.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 25th at 12.05 p.m.—The barometer has risen slightly over N. China and Japan, and fallen a little over the Loochoos.

The depression over the Pacific to the South-west of the Bonins appears to be almost stationary.

Pressure remains high over N.E. Japan. It is relatively low over N. China.

Light variable winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { W. or variable winds, light; fine }  
{ S. or variable winds, light }  
Formosa Channel { W. or variable winds, light }  
South coast of China between { Same as No. 1 }  
Hongkong and Lamocka { Same as No. 1 }  
South coast of China between { Same as No. 1 }  
Hongkong and Naiman { Same as No. 1 }

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[FROM THE "CHUNG NGOI SAN PO."]

## FINANCIAL CRISIS AT SHANGHAI.

EIGHT BANKS' FAIL.

SHANGHAI, July 25th.  
Eight Chinese banks, involving a sum of ten million taels, have failed. The largest of these is the Ching Yuen Ku Bank, whose manager has been arrested and committed to prison. He will be brought before the Mixed Court for trial.

## RUSSIA AND MONGOLIA.

SHANGHAI, July 25th.  
The Russian Government insists upon establishing a Russian Consulate in Mongolia.

[“DAILY PRESS” EXCLUSIVE SERVICE.]

## OBITUARY.

Tokyo, July 25th.  
Baron Danathan is dead.

## PASSENGER STEAMER ASHORE.

Tokyo, July 25th.  
The Osaka Shosen-Kaisha steamer "Tetsurei-Maru" grounded during fog on the Korean coast near Mokpo.

The crew and passengers number 200. Conflicting reports have been received as to a panic on board. The British Consul at Osaka, Mr. Cunningham, is a passenger. One report states that all have been saved.

It is believed that most of the crew reached the shore.

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## THE BATTLE OF ARMAMENTS.

LONDON, July 24th.

The Berlin "Vorwaerts" in announcing that the German Government will introduce another Navy Bill in 1912 after the Reichstag elections, urges that a great agitation should be raised to induce the Government to adopt an alternative policy based on an understanding with Great Britain.

## DISASTER IN ITALY.

LONDON, July 24th.

A hurricane in Milan and district has exacted a heavy toll of life. Fifty persons have been killed and hundreds have been injured.

## TERRORS OF THE AIR.

LONDON, July 24th.

Reuter's correspondent at New York telegraphs that officers of the Army and Navy, in reporting on experiments with the Curtiss aeroplane dropping bombs at a target representing a battleship, declare that no firm in existence could cope with expected aerial torpedoers.

## KEY AND THE TRIPLICE.

LONDON, July 25th.

The forthcoming visit of the Grand Duke to Austria has evoked considerable speculation in the Austro-German press on the possibility of a rapprochement between Turkey and the Triple Alliance as an off-set to the Russo-Japanese Agreement.

Turkish newspapers emphasise the necessity of Turkey remaining neutral and perfecting her internal organisation.

## BIG DEFALCATIONS.

LONDON, July 25th.

The Fidelity and Trust Company, Louisville, Kentucky, announces a loss of £228,000 as the result of defalcations.

## MR. TAFT INDISPOSED.

LONDON, July 25th.

Mr. Taft has sprained his ankle while golfing.

[FROM THE "N.C. DAILY NEWS."]

## RAILWAY ACCIDENT IN IRELAND.

LONDON, July 26th.

An excursion train became disconnected from the engine at Roscrea Station, Ireland, and ran back for five miles when it dashed into a passenger train coming from Birr. Over a hundred persons were injured.

[Roscrea is a junction in County Tipperary and Birr is the terminus of a branch line running north from Roscrea.]

## POETRY DINNER.

400 GUESTS "IN CHARACTER."

Thanks to a happy notion and much organising on the part of the Baroness de Borchouze an unprecedented scene was likely to be witnessed at the King's Hall, Holborn Restaurant, on July 12th.

Another "poetry dinner" is being arranged under the auspices of the Poetry Society, but this time it is not heirs to the poets' names, but the creations of the poets' fancy who will sit around the laden board.

In short, it will be essential—in the words of the Baroness de Borchouze, does that "guests (unless in uniform) shall appear in costumes representing a character in a poem or play, and should model their dress on the description of the character in the poem or play."

This idea appears to have been taken up with enthusiasm by all sorts of distinguished people. In a chat with the Baroness de Borchouze a *Daily Chronicle* representative was given to understand that there will be the greatest difficulty in keeping the number down to 400—the limit of those who may be hidden to the feast.

"By every post," she said, "we are receiving applications, and it will be night-and-day work from now, arranging who is to be who, and the rest of it. I want the thing to be a really beautiful and delightful affair—no vulgar orgies. So we have decided to allow nothing to be done in a haphazard way, and we are ensuring against duplicates by arranging groups beforehand."

"Thus each great poet—for we are not going to group to himself, with a marshal, dressed in some cases to represent the actual poet."

"We have already several groups in rehearsal as you might say. Mr. Julian Gede, who will dine as Byron, is collecting a Byron group—Manfred, Don Juan, 'Maid of Athens,' and so on."

"Countess Eleanor Murphy is busily engaged over a Tennyson group—a feature of which will be the 'Dram of Fair Women'—including Cleopatra, Rosamund, and Jephthah's daughter. Miss Elsie Maclean, by the way, who will be Jephthah's daughter, is to give a symbol dance during the evening."

"One particularly pretty group should be Thomson's Seasons, in which the Marquis de Buvigny is taking a special interest. Winter will be represented by a snow man, and spring by a little boy, a young Pan with his flute."

"Then there will be a gay crowd of Canterbury Pilgrims to represent Chaucer, and the characters from the first book of the 'Odyssey' will be led by the blind Homer himself (Rev. J. F. Rowbotham), led in by Calypso."

"Although apart from Homer—all the poets will be English; the characters will not all be so. In the Matthew Arnold group—Sordani of the 'Sordani and Rastum' poem—will be impersonated by Mr. Richard Sordani, who is an actual descendant of the original Sordani, and all the characters will be enacted by Persian gentlemen, as representing their ancient Persian ancestors."

"The characters will not all be serious ones, and we are going to stretch a point by admitting an 'Anglo-Sidley' group, in which the 'Jock of the Bushmills' will come in perched on the Cardinal's shoulder and holding the ring in its beak." The Pied Piper in the Browning group will be also more or less a humorous figure.

"What are we going to do about Shakespeare? Well, he is, of course, a tremendous difficulty, as nearly everybody begins by wanting to be a Shakespearean character, and if we let people have their own way he would soon eat every other poet from the room."

"The truth is that we are keeping Shakespeare at some extent for those well-known actors and actresses who are able to join us, and who, after all, are the right-hand men of the great poets. I have reason to hope that Sir Herbert Tree himself may be free to take his place at the head of the Shakespeare gallery, whether as Hamlet or Falstaff, or even Cardinal Wolsey, remains to be seen."

"As you say, there is something terribly Philistine about all these creatures of fantasy sitting down to feast. I would miss out the dinner altogether, but you have to remember that the world is chiefly made up of Philistines, and if you want to get them interested in poetry or anything else you have to feed them first."

"In any case the dinner will be a short one, and I am very firm about this—that there shall be no speeches. The various groups will sort themselves in the dressing-rooms round the gallery, and will 'process' to their places. They will then—as Homer puts it—the loyal toasts will be formally honoured, and then there will be another procession round the hall for the benefit of the onlookers, who will by that time have arrived in the gallery."

"After this the groups will break up, and there will be a very short and appropriate entertainment of recitations, songs, and dances, including a song from the famous Maori chief Hanganui, who is by special request to be an honoured guest."

"As hostesses," added the Baroness modestly, "and for no other reason, I assure you, I am asked to dress up as Poetry, in a white robe and bay garland."

Mr. Potter—The effect of this rehearsing seems to be this: that the plaintiff is in a position to retain my friend on one portion of the case, and on one portion alone. It is rather a hardship in one sense.

His Lordship—It is only a point of law, so it cannot be a hardship.

Mr. Slade—The plaintiff previously appeared in person, but she does not feel herself capable of arguing a point of law.

Mr. Potter—Before we go into this question of law I wish to raise the point as to the jurisdiction of the Court to rehear this point at all. We are quite ready to go into the merits and the law, but I feel in the interests of my client that I ought to raise this point.

His Lordship—It arose in this way: I knew nothing about this question of subsequent loans, as they were only hinted at then, but the Registrar has pointed out to me that the *lis pendens* was registered before the last advance.

Therefore it is inevitable that I should hear the point.

Mr. Potter—I should have called your Lordship's attention to this point if you had heard me further.

His Lordship—I did not know that the point would occur, but as I intimated I wanted to hear further argument, and I think it should be heard.

Mr. Potter—I feel that I ought to raise the point, as it is one of considerable importance, and in the interest of my client I cannot waive any point I may successfully argue in his favour. It is not clear from the authorities that a judgment when pronounced is a final and binding judgment.

His Lordship—I know a case in which a judge went into Court two days after giving judgment in Chambers, and said he was very sorry, but he was ill when he gave judgment, but the whole thing would have to be re-argued.

Mr. Potter—That is different from a judgment in Court.

His Lordship—An order in Chambers is the same as a judgment in Court.

Mr. Potter—An order in Chambers has not the same distinction as a judgment in open Court. The question is, once a judgment has been pronounced in Court, has a judge power to rehear the case and constitute himself, in one sense, a Court of Appeal?

His Lordship—I have not any doubt about it myself. In some cases special power is given to a judge to withdraw his judgment within 48 hours.

Mr. Potter, after briefly outlining the facts in the case, stated that the plaintiff was in possession of a document amounting to a deed of trust, which she could have registered in the Land Office against the property, and that would have given the plaintiff a direct charge on the property.

His Lordship—There is no duty to register it. Your first point is that there is a *lis pendens* registered, and we want to see what the effect of that is on subsequent matters.

Mr. Potter—There are other points connected with the *lis pendens* which will necessitate me giving evidence. One point is, the time from which a *lis pendens* takes effect. A *lis pendens* gives no lien on the property. It is not better than an action itself, and therefore any defence which is good to the action is an answer to a *lis pendens*.

His Lordship—I am not sure.

Mr. Potter—That must follow from the principle, which is clear, that a *lis pendens* gives no claim or lien on the property. In this case, no matter how much a *lis pendens* was registered, it could not take priority to the last advance.

After hearing further argument his Lordship reserved his decision.

**WAITED 60 YEARS TO MARRY.**  
A remarkable story of filial devotion and love's constancy is reported from Brazil, where Maria Ligeia, aged eighty, was on June 24th married to her fiancé, Joseph Stolesco, aged eighty-five, to whom she had been engaged for nearly sixty years.

## SUPREME COURT.

Monday, July 25th.

IN ORIGINAL JURISDICTION.  
EX OFFICIO HIS HONOUR SIR FRANCIS FIDGOTT (CHIEF JUSTICE).

## A PROPERTY DISPUTE.

An argument on a point of law arose in the action of Kwok A. Yau v. Kwok Sui Chi and Crowther Smith in which the plaintiff claimed a declaration that she was entitled to 40/65ths of the property known as numbers 8 and 10, Lok King Lane, situate on section I of Inland Lot 50, an account of the monies profits in respect thereof; a receiver; and costs. His Lordship entered judgment in the action for the plaintiff and second defendant, but called for further argument in consequence of it being pointed out to him that the *lis pendens* was registered before the last advance.

Mr. M. W. Slade, K.C., instructed by Mr. P. W. Goldring, (of Messrs. Goldring, Barlow & Morrell). Appeared for the plaintiff, and Mr. Eldon Potter, instructed by Mr. George Hastings (of Messrs. Hastings & Hastings), represented the second defendant.

Mr. Potter—I take it your Lordship wishes to hear further argument on the question of the last advance in consequence of the *lis pendens*?

His Lordship—Yes. It was pointed out to me that the *lis pendens* was registered before the last advance.

Mr. Potter—Yes, and I take it that the only point here is whether the last advance takes priority to the plaintiff's claim or not.

His Lordship—Are you appearing, Mr. Slade?

Mr. Slade—On this point, which is rather a difficult question of law, I have been instructed to appear to try to save this little bit out of the wreck.

Mr. Potter—The effect of this rehearing seems to be this: that the plaintiff is in a position to retain my friend on one portion of the case, and on one portion alone. It is rather a hardship in one sense.

His Lordship—It is only a point of law, so it cannot be a hardship.

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As a girl of twenty Maria had consented to marry Stolesco, but her father having opposed the match she had agreed that she would never marry as long as he lived. The father died last week at the age of 113, and yesterday the devoted lover was married.

The ceremony was performed by the Bishop of Brazil, who, held up the newly married couple as an example to all



## SHIPPING NOTES.

Another foreign vessel has, during the past few days, been transferred to the Japanese flag. The N. D. L. *Singara*, 1,754 tons gross, has been sold by Messrs. A. Drowell & Co., of Kobe to Mr. T. Hachinuma, of Nishinomiya.

The Emperor William landed with Herr Albert Ballin, Director-General of the Hamburg-American Steamship Line and the Marine Construction Company at Hamburg, on June 22nd, when His Majesty had explained to him the plans of the new steamer which the company has decided to build immediately. This will be the largest steamer in the world, having a length between perpendiculars of 876 feet and a breadth of 85 feet. From keel to upper deck the vessel will measure 67 feet. She will have a speed of 22 knots and will be twice the tonnage of the *Kaiserin Augusta Victoria*. The Emperor presented to Herr Ballin a bronze bust of himself.

The Tokyo *Asahi* says now that the new Russo-Japanese Agreement has been concluded. Port Arthur should be converted into a purely commercial port. The signing of the new Agreement, coupled with the opening of Port Arthur to foreign trade, has given the world an assurance that Japan has no aggressive designs on the Asiatic Continent. In the opinion of the Tokyo journal, Japan possesses at Chinha Bay a naval port in Korea which is far superior to Port Arthur, and for this reason the Tokyo paper is greatly satisfied that Port Arthur has already been partially opened to international trade. The *Asahi* urges that as the entrance to the eastern harbour is too narrow for commercial purposes, the Japanese authorities should cut a canal to the western harbour with a view to transferring the trade now done at Dairen to Port Arthur. It is more than probable that the South Manchurian Railway Company will be commissioned to undertake various works necessary to render Port Arthur a commercial port. In the event of the Company not being able to push forward the work, it would be well, the journal thinks, for it to seek the assistance of some American financiers.

With the news that the Mersey Dock and Harbour Board have decided to commence the construction of a huge dock comes the important announcement that the Cunard Company propose to build liners of 60,000 tons each. The new dock will be large enough to accommodate these vessels. The quay berths will be suitable for liners 1,000ft. in length, and there will be deep-water entrances so as to avoid delay in docking. The work, which will be carried out by contract, will be commenced in a few weeks and is expected to be finished in three years. The enormous advance in size which the new ships will show is indicated by the following figures of some of the largest vessels now afloat or building:—

Lusitania (Cunard)	31,550
Mauretania (Cunard)	31,938
Olympic (White Star)	45,000
Titanic (White Star)	45,000

The Hamburg-American Line have arranged for the building of a vessel which will be larger than the *Olympic* and *Titanic*.

Two new liners now being built by the P. and O. Company for its Australian mail service will be the largest which have ever sailed under its flag. The *Malaya* and the *Medina*, as they are to be named, will be of 12,500 tons gross, or 1,500 tons bigger than their immediate predecessors of the "M" class. Each will be 550ft. in length, with a breadth of 62ft. 6in. and will offer accommodation for 462 first and 216 second saloon passengers. These twin-screw vessels will be propelled by quadruple-expansion engines developing 15,000 horse-power, and will have a speed of just under nineteen knots. The *Malaya*, which is being built at Belfast, will, it is expected, be ready for launching in January. The *Medina* is being built at Greenock. These two steamships will be among the largest passenger liners sailing out of the Port of London, and will constitute a notable addition to the already fine fleet which links up the metropolis with the Commonwealth by way of the Suez Canal. Some little time back it was announced that the P. and O. Company had acquired the Lund Line, whose steamers run between London and Australian ports by way of the Cape. It was naturally expected that considerable development would ensue. It is now intimated that the P. and O. Company have invited tenders for two new steamers of a special type for this Cape-Australian trade, and that it is anticipated that their construction will be entered upon at an early date. It may be inferred that, while these boats will not be of the dimensions of the two new mail steamers, they will be of large size, and will mark a substantial advance in other respects. On their Cape route to Australia the P. and O. Company carry third-class passengers in addition to saloon voyagers. It is a growing traffic, which is likely to receive special attention in view of the attractions which the Commonwealth is nowadays so successfully offering the emigrants of a superior type.

Sir John Ellerman, who has taken steps to acquire a controlling interest in the Shaw, Savill, and Albion Line, has within recent years attained a position of considerable prominence in the shipping world. He was chairman of the Leyland Line, and when it was taken over by the North Atlantic Combine, purchased their Mediterranean business. The Ellerman Lines (Ltd.), formed in 1901-2, also took over the famous City Line, founded in Glasgow in 1839 by Messrs. George Smith & Sons. The passenger service by the City Line to India has since grown to a high degree of efficiency. The Hall Line, another old established organisation, also came into the Ellerman combination, as did the fleets of Messrs. Papananni & Co. and

Messrs. Westcott & Laurence. A couple of years ago the Ellerman Lines owned 300,000 tons of shipping. Since then the Backnall Steamship Lines have come under Sir John Ellerman's control. By its agreement with the North Atlantic Combine, the Ellerman Lines (Ltd.) is precluded from engaging in North Atlantic and Continental trade until the year 1915. Its present operations, however, take it to almost every other part of the globe, and new, apparently, its energies are to be directed to New Zealand, both as regards passenger and cargo traffic. Altogether, if the proposed "deal" with the Shaw, Savill Company is carried through, Sir John Ellerman will have the direction of not less than 500,000 tons of shipping. Of the Shaw, Savill Company it may be stated that its steamers are the lineal descendants of the London sailing ships of Messrs. Shaw, Savill, & Co., and the Glasgow sailing ships of Messrs. Patrick Henderson & Co., which were in the New Zealand trade more than half a century ago. The fortunes of the two concerns were amalgamated in a series of steamers in 1883. The association of the White Star Line with the Shaw, Savill enterprise is one of considerable standing, and gives a certain measure of piquancy to Sir John Ellerman's latest project.

The ups and downs of shipping enterprise receive a signal illustration in the case of the Pacific Steam Navigation Company, to be absorbed in October next by the Royal Mail Steam Packet Company. It appears that the Pacific Company, although always regarded as a Liverpool enterprise, was really founded in London in the year 1840, with a London directorate. An old shareholder, Mr. John Temple, avers that its small capital was very nearly lost in four years. A new board was formed, and some Liverpool men being upon it, and the larger number of shareholders being in Liverpool, the headquarters were transferred there in 1846. They have remained ever since. The company was at its zenith towards the end of the sixties, and so much money did it make that the shares went to over 40 premium. Mr. Temple confesses to still holding a few at that price. Early in the seventies, according to the same authority, there came trouble. The company overbuilt itself, in the belief that the whole world was made for it. A committee was appointed, and eventually the enterprise came round—so much so that half its capital was presently returned to the shareholders. In the last twenty years its distributions have averaged about 4 per cent., so that the offer of par value for the shares by the Royal Mail Company is naturally regarded as acceptable. Mr. Temple recalls the period when the Pacific Company's vessels, with their clipper stems, were the handiest vessels coming into Liverpool. These days have, of course, long gone. The clipper stems have been the fashion for a good while past. Mr. Temple's résumé of the history of the company is interesting as suggesting that seventy years' work for the extension of British trade has not in this case been over-rewarded.

## CHINA'S AWAKENING.

AN INTERVIEW WITH SIR ROBERT E. BREDON.

Sir Robert Edward Bredon, who has returned to London after an absence of twelve years in Shanghai and Peking, was the host for a post of Acting Inspector-General of Chinese Customs. He has been talking to a representative of the *Daily News* on the subject of the awakening of China to Western ideals. In the course of it, he said:—

"From reports which have come to me, I am of opinion that all the provinces are making an honest effort to control the production of opium, with a view to its diminution and ultimate extinction. Some provinces are doing this more vigorously than others. This is due possibly to two causes: First, the enthusiasm of officials in the anti-opium cause, and, secondly, their difficulty in adjusting the financial arrangements of their provinces and the condition of the people in those districts where opium is the large and, in fact, almost the exclusive crop. It must be remembered that opium is the most valuable product commercially that can be grown on suitable land, and to stop the production suddenly, before it has been decided how the agriculturalist is to meet his needs by the planting of another—and what other?—product, is still an open question. Not long ago a Chinese man put the case to me in these words: 'We have got a great deal of moral kudos for an anti-opium policy, but the embarrassment which it is causing us is by no means unreal.' The Government of India has now an officer investigating the question of opium suppression in China. Sir Alexander Hume, who may be expected in time to present a most interesting report."

"Do you find that there is a growing desire to become possessed of Western knowledge?" I asked. "Yes. The demand for schools is increasing in every way. It is an interesting fact which I gathered only a few days before my departure from Peking, that the Chinese are beginning to realise that the old fashioned system, which simply meant committing their children to memory, is being gradually replaced by a more liberal and useful curriculum. Many high officials are maintaining the schools at their own expense. I know the case of one lady who has at least fifty Chinese and Mongol girls in her private school, all being educated and partly fed at her expense. At the same time, the educational system is somewhat crude, and the teaching perhaps unsystematic, but a beginning has been made. The demand is growing, and no doubt in time an adequate supply of teachers and literature to meet that demand will be found."

## BIG RUBBER DIVIDENDS.

The Selangor Rubber Company has made an excellent beginning in the way of distributions for its current financial year, the first interim dividend announced for that period being 1s. 6d. per share, or 75 per cent., as against 6d. a share twelve months ago. This, as will be seen, is a very substantial improvement, and should the subsequent distributions on account of this year follow the same ascending order as in 1909, when the last dividend payable rose to 9d. 1s. 3d. and 1s. 3d., making an aggregate of 5s. 9d. per share or 284 per cent. for the whole twelve months, shareholders will be able to congratulate themselves on being the proprietors of a highly profitable rubber enterprise. The Ceylon Rubber Estates has also done exceedingly well for its shareholders during the past year, the final dividend of 60 per cent. making a total distribution for the period of 135 per cent. on the ordinary shares, as compared with 50 per cent. for the preceding year. Proprietors of companies like the Ceylon and the Selangor have abundant reason to be satisfied with their lot.

## RUSHING TO DISASTER.

IMPRESSIONS OF THE WRECKED AIRSHIP'S PASSENGERS.

The Berlin correspondent of the London *Express*, writing on June 29th, remarks:—The wreckage of the aerial ship *Deutschland* still lies in the area in the same spot in Tontoburg Forest where the disaster took place.

Early this morning 150 workmen began the task of recovering what there is to be saved, taking such parts as are intact and packing them for conveyance to Friedrichshafen, where a new airship will be constructed with the least possible delay. The greater part of the motors will be available when repaired for *Deutschland II*. Many other parts of the airship can be utilised for other purposes.

The total value of the *Deutschland* is £60,000, and the material recovered from the wreck will be worth approximately £40,000. Troops arrived last night and guarded the wreckage, while thousands of peasants from the surrounding villages gazed at the strange picture of desolation. The work of taking the remnants to pieces and sorting and packing them will last till the end of the week, and the construction of a new airship, which the Zeppelin Company has already ordered by telegram from the Zeppelin Airship Construction Company, will require fully three months. *Deutschland II* may be expected to be launched into the air some time during October.

Unfortunately, the earlier reports that no one was seriously injured in yesterday's disaster prove to be incorrect. Chauffeur Hohenstein, who had landed the motor in the after car, jumped from the airship at a great height, and was seriously injured. He was taken to the hospital, but he is not expected to recover. He had sustained grave internal injuries. He now lies in a dangerous condition in Onabreck Hospital.

Hohenstein's terror becomes comprehensible, when it is remembered that the *Deutschland* fell headlong from an altitude of over 4,000 feet to 20 feet, where the downward plunge stopped and ended the disaster. When the airship fell, the motor car, which was attached to the airship's propeller, was hurled into the air, and fell at an angle that at moments her whole length, nearly 500 feet, was almost in a perpendicular position, so much so that scientific instruments lying in the fore car fell forward. Herr Arndt, the *Tagblatt's* special commissioner on board the *Deutschland*, gives the following description of the fall:—

"Suddenly from a great height among dense clouds we fell and fell, and still we fell. First we caught sight of the ground which had been hidden for two hours, then objects on the earth seemed to be rushing with the speed of an express train towards us. Things which were hardly distinguishable one moment became alarmingly clear within a few seconds. All of us realised our danger. We were falling to the ground like a stone."

"Many of us lost all hope. We judged that our fate was sealed and that our doom was certain. The airship shot downwards as though on a steep inclined plane. Just when the last crash appeared to be coming the airship steadied herself, the falling was checked, but this continued to sink at a rate greater than was comforting to us. Then came a terrific crash. A great tree trunk had caught us and held us fast. It saved our lives. Without it we should have fallen right to the ground to our destruction."

## 4,000 FEET FALL.

Herr Max Reiner, who was aboard for the *Berliner Zeitung*, writes: "Now we were falling there was a deathlike stillness in our saloon car. On each face could be read the question, 'What will the next few seconds bring?' The looks of horror on the faces of the crew revealed to us the extreme peril of our situation."

For the next 200 feet we did not merely fall, we rushed downwards. All eyes were fixed on the green forest which looked as if it were rushing upwards to drop on our heads and crush us. We estimated our decreasing distance from the ground—a hundred feet, sixty feet, thirty feet and then the crash."

One of the most thrilling incidents of the voyage was a call made to the persons in the passengers' saloon car for three volunteers willing to creep along the narrow staircase leading down to the fore car with the saloon car, and to be as close as possible to the fore car so that the airship should be more heavily weighted forwards, whereby Commander Duerf hoped to check the tendency to drive upwards which preceded the vessel's fall.

Three courageous men, braving the hurricane, crept along the ledge, with nothing between them and the drop to death but a thin aluminium rod, which shook and quivered in the storm. They lay down one behind the other in an extremely dangerous position to restore the airship's balance."

There were humorous incidents, too. For instance, when the *Deutschland* had crashed into the trees in the Tontoburg Forest, Commander Duerf left his post in the fore car, and, entering the saloon car, proceeded to expound to the passengers the reasons why, in his opinion, the accident did not involve the failure of the Zeppelin type of airships, as though that problem were the subject which interested the men just rescued from a horrible death."

## PASSENGERS AS BALLAST.

Herr Colmann, director of the Zeppelin Construction Company, who took over the command from Herr Duerf after the wreck occurred, took a quaint view of the value of his human cargo when he requested them to remain aboard as ballast while he took measures for saving the valuable machinery in both cars. He feared that if all aboard suddenly left the airship it might be carried aloft again by the violent wind, and consequently many costly parts of the mechanism might be lost. He thought in his zeal for the ship that the men on board had better run this risk than chance the loss of such valuable parts.

Herr Colmann to-day issued the following statement: "The most striking feature of yesterday's events was not the unsuccessful landing but the fact that the airship weathered the storm so many hours. No airship of any other type could have succeeded at all in yesterday's gale."

We have proved we have created an airship capable of facing a storm of abnormal violence. We have demonstrated the wonderful sailing qualities of the Zeppelin airships. Briefly, we have solved the problem of aerial navigation with complete success. The problem of landing in bad weather remains to be solved, but we shall learn from experience, and that, too, will be solved in time. We are not discouraged. Our faith is unshaken. We shall go on working till we can land as well as sail in any weather."

## ACROSS CHINA AND TURKESTAN.

FROM THE "TIMES" Peking CORRESPONDENT.

KULJIA, May 26th.

More than 20 years ago Colonel Mark Bell, who had recently made a remarkable reconnaissance journey from Peking to Kashgar, characterised the distant Chinese bases of Tarbagatay, Kuljia, and Kashgar in the absence of good communications as "dissevered limbs of China," and he contrasted the strength given to the Russian Empire by her Cossack military frontier settlements with the weakness of the Chinese frontier settlements and the perpetual danger to the Chinese Empire arising from that weakness. What he wrote is true to this day. China is awakening to a sense of their importance of these distant settlements, but so far her efforts to improve them have been confined to the creation of a local branch of the regular army and to the establishment of elementary schools and police; she has done nothing to improve the communications, nothing to link up by railway or even by metalled road these distant portions of her Empire.

## THE RUSSIAN OCCUPATION OF KULJIA.

Kuljia, from where I am writing to you, was from 1871 to 1882 the most advanced Russian outpost in Central Asia. It can at any moment become so again. Its recovery by China by the threat of war was one of the most amazing instances of successful bluff on record. No such bluff could be successfully attempted a second time. The Powers are now too well informed of the true military strength of Western China. It is amazing now to read the preparations that Russia in 1881 deemed necessary to enter upon a campaign against China, and astonishing to read the fears expressed by General Kaufmann as to the issue of a struggle with the redoubtable General Tso Tsung-tang, the Hunanese who had commanded the army of extermination whose march across Western China through a country defended only or mainly by unarmed villagers had been the theme of such extravagant praise. "The history of the advance of the 'Unsung' 'Agrarian Army,'" says Wells Williams, "would, if thoroughly known, constitute one of the most remarkable achievements in the annals of any modern country."

As a matter of fact the more it is known the more ground appears the praise lavished upon the achievement. Even more than in 1871-1882 Kuljia is at the mercy of Russia. In the Boxer year, 1900, it was virtually re-occupied by the 500 troops of all arms despatched from the Russian frontier to strengthen the Chinese guard. The region is practically undefended and it must continue to remain derelict until China connects it by railway with her Empire. The nearest point on the Chinese railways is 2,320 miles distant by road from Kuljia, while the Chinese have many years ago the Russian railway system which extended right up to the frontier, which is one day's march from the Chinese headquarters.

## THE JOURNEY FROM URUMCHI.

From Urumchi, the capital city of the New Dominion, to Kuljia is a distance of 582 miles. The road is available for cart traffic throughout the year subject, however, to long delays in the summer, when the labyrinth of rivers flowing down from the Tien Shan, none of which are bridged, are swollen by the melting of the snows. The road passes generally through a fertile, well-cultivated country, occasionally through long stretches of deep sand. For some distance it passes by the Sairan Noz at the base of the Hinggan mountains, and descends by the Tuli pass through country as beautiful as Switzerland into the basin of the Ili. Rather more than 100 miles from the capital is the granary of the region, the fertile oasis of Manas, famous for its rice fields, its vineyards, and its orchards. Continuing along the main road a further distance of 113 miles and the town of Hai Hsi is reached. Here the main road bifurcates, one branch going north-west to Tarbagatay (called Tughuchay by the Russians) and the other continuing to Kuljia. At the village of Tachyren, midway between Hai Hsi and Kuljia, there is another road, not available for carts, which from the main road runs over the mountains direct to Tarbagatay. Whoever holds Hai Hsi holds all the roads to Tarbagatay and Kuljia from the capital of the province, and it was in the hills commanding this point that the Russians stationed their advanced outpost during the occupation of Kuljia. China has no troops in the region, and she has a badly armed detachment at Tarbagatay; her main force is in the region of Kuljia.

Kuljia is the name of a town close to the river Ili. It takes the place of a town of the same name, now buried in the Ili river, which was destroyed by the Mahomedans in 1865. By foreigners the name has been applied to the district. It is somewhat confusing, but there are three towns quite separate from each other which are vaguely termed Kuljia by the foreigners. One is a small town at the capital of the province, the other is a small town in the Ili valley, reaching first the thriving town of Suiting-tien, a busy mart with a rapidly increasing population of Chinese, adorned with one striking temple, the memorial temple to Chin Hien, the General who recovered for China the territory lying between the capital and Kuljia, and who was the first Tartar General of Kuljia, after its evacuation by Russia. There is a high military officer in Suiting-tien, a Colonel, whose command is limited to the provincial Governor and is independent of that of the Tartar General. A body of ragged provincial levies, badly armed, represent the might of China.

## AN INCOMPLETE COMMANDER.

Suiling-tien is 30 miles from the Russian frontier. Five miles south-east from the city is a new city built 15 years ago, called Hsin Cheng, a well laid-out town with broad streets, unmetalled, with large yamens and marked business activity. This is the headquarters of the Tartar General, the seat of the new military school, and the depot of a newly-created branch of the modern army of China. It is the chief stronghold of the region, but is built in an indefensible position. A military spirit is abroad in the town, and the sounds of bugles, the tramp of soldiers singing patriotic choruses as they march, and the voices of drill instructors are heard all day long. Officers in smart uniforms, proud of their uniform and their sword, swagger about the streets. It is a quite new movement, and promises well. It originated in the time of the last Tartar General, the excellent patriarch who was recently appointed Viceroy in Lanchow, and is continued by his successor, a courteous gentleman of the old school named Kuang Fu, who complains of the costly legacy and trouble therewith associated bequeathed him by his predecessor. Kuang Fu is not a General of whom any country would be proud. No other country but China would think of appointing such a man to such a post. Appointments of this kind make progressive China despair. Here you have the result of extreme imperialism, resulting from its command of office trained in the knowledge of modern military science, and such men are to be found in China's modern army—and China selects for this command only a month ago, for a second term of office, a doddling old gentleman of 67, a Mongol Banerman, who can neither read nor write, who knows

nothing of military things, but is believed, being a Banerman, to have an hereditary instinct for war, who was with Chin Hsin 37 years ago, and has spent since nearly all his official life in this region, yet during all that time has not even inspected the routes across the mountains connecting the points on the frontier under his command. Such a warrior, held in derision by the Russians, inspires contempt for his country.

## THE TROOPS.

Nominally his force consists of one regiment of Infantry, 2,000 men, one regiment of Cavalry, 1,117 strong, two batteries of Field and one battery of Mountain Artillery, in all 568 Artillery. Actually the strength of his force is—Infantry, 1,400; Cavalry, 700, with only 100 horses; and 200 so-called Artillery, unprovided with horses or guns. Two batteries of six 37mm. Krupp mountain guns are locked away in the military school. They have been here for 15 years. Locked away in the military school, in waiting are 12 57mm. Chinese field guns sent here by the Provincial Governor before the arrival of the Krupp guns. Rifles are of various patterns—Mausers, 1871, 1878, 1887, some imported, some made in the Hanyang Arsenal, and Mannlichers, to which were added four years ago in order to assist in the confusion, 150 Japanese rifles of a totally different bore. Cartridges are imported in small quantities from Urumchi and some are made by hand. There are no machine guns, but there is a band. There are no engineers, no transport, no Army Medical Service, no arsenal and no magazines, but there is a new military school of 500 cadets, where one foreign instructor, a Japanese, is employed under a two years' engagement. There is also a police school. No foreign language is taught at either school, and none of the Chinese instructors have been educated abroad.

Troops are mainly recruited locally, but the officers come from other provinces. Difficulty is found in obtaining men from other provinces. Pay given is less than that promised. Expense of living is greater than in any other town of China, and the men desert in large numbers.

## THE PROVINCIAL REVENUES.

Thus a beginning has been made, and the weakness of the pillars and men is promising. Lack of adequate funds is urged as an excuse why more has not been done. Theoretically provincial contributions towards the upkeep of the new Dominion amount in all to £375,000 per annum, of which sum £300,000 are claimed by the Tartar General for the maintenance of his frontier defences. It is his grievance that a steadily increasing proportion of this contribution falls to reach his treasury and that reforms are crippled by this want of means. The whole question of the provincial revenues and its allotment is now being investigated by a competent delegate from the Ministry of Finance, at present stationed in Urumchi. Much is hoped for as the outcome of the negotiations, which begin next year, for the new frontier trade treaty with Russia. Taxation is very light and the people's wealth is growing rapidly. There can be no question of that. The prosperity of the Kuljia region is manifest. Shopskeepers and traders from North China are coming here in rapidly increasing numbers, and more and more are accompanied by their wives and families. The population is multiplying rapidly both by natural increase and by immigration. This year the increase has been so great that it has outrun the relative food supply and led to greatly increased prices.

## THE RACES OF THE REGION.

There are many races in this region, but there is little intermingling, and tribal characteristics are being preserved. There are Chinese of the Great Religion (Buddhism) from North China, mainly from Tientsin, and a few men members of the T'ai-hui Secret Society; there are Chinese of the "Small Religion" (Mahomedans), known to foreigners as Tungans, originally drafted here from the Mahomedan centres of Western China; there are Manchus, who speak only Manchu, of two classes—Solons and Shilobs—descendants of military colonists from Manchuria, who were transferred here in 1754 after the destruction of Kalmaul, sovereign of comparatively few modern Manchus reside here; there are mostly of the official class and speak Chinese, not Manchu. Seven miles from Kuljia on the way to Hsin Cheng there stand the ruins of the former prosperous Manchu city of Bayantai, which before the rebellion contained a population exclusively of Manchus variously estimated to number from 50,000 to 150,000. In 1855 the city was destroyed by the Mahomedans, and every man and most of the women and children were slain. Most of these and a few Manchus of the official class were killed by Solons and Shilobs. All official intercourse between the Russian Consul and the Chinese requires the employment of Manchu as a means of communication. Despatches sent by the Consul are written in Manchu and Russian; the Chinese reply in Chinese and Manchu. Thus a language which has long disappeared in China and Manchuria is preserved in the valley of the Ili.

Then there are various races of Mahomedans, most numerous of whom are the Teranchis, descendants of colonists transplanted from Keshgaria, and Ussaks or Kassaks, not to be confused with Cossacks. There are Russian Mahomedan subjects from Andijan, Kazan, and Tashkent, among whom are the wealthiest traders, and there are many branches of Mongols. By natural increase the Mahomedans are increasing more rapidly than the Chinese. They are cleaner and healthier than the Chinese, living more in the open air, and their women are not, as the Chinese, deprived from childhood of the powers of healthy locomotion. Natural increase is aided by a constant influx of Ch'ao Yous from less favoured districts.

## THE CHRISTIAN COMMUNITY.

In Kuljia there is a small Christian community whose history is one of more than usual interest. Readers of the entertaining narrative of Abbe Hie will remember his frequent references to the persecution of the Christians in the reign of Kang-Ching and Chien-Lung, when Christians from every province in China, who refused to apostatize were sent in exile to Ili. At first they were branded on the cheek, a punishment which was afterwards discontinued; otherwise they were not unkindly treated, and were allowed a considerable measure of liberty, but were forbidden to return to China. For more than a century the community remained without a pastor, but in 1861, after the joint occupation of Peking, the Bishop of Shensi, Mr. Gies, sent a native priest to seek the descendants of the faithful. On the outbreak of the Mahomedan insurrection in 1863 the priest disappeared. He was murdered by a guide whom he had trusted, and the Christians were again without a pastor. During the insurrection the community was much reduced in numbers. Some of the men were killed, many of the children and a number of the women were carried off by the Mahomedans. Russia occupied the region in 1871, and prevented any further massacre, and compelled the restitution of some of the women. But Russia did not favour the establishment of any Roman Catholic missionary, and it was not until after the restoration of the region to the Chinese in November, 1882, that a foreign missionary

## CRUEL CASE OF WEEPING ECZEMA.

Suffered So Terribly She Could Neither Work nor Sleep—Her Poor Hands were Perfectly Raw—Baby had Skin Trouble, Too.

## MOTHER AND CHILD CURED BY CUTICURA.

"I was for eight months the victim of terrible suffering from eczema. My hands were like raw beef and I was told that my complaint was weeping eczema. I had it more or less all over my body and as well as on my face and it gave me so much suffering that I could neither work nor sleep. The chemist gave me a prepared powder and told me to bathe my hands in water and dust them with the powder. But this did me no good. It seemed rather to chap my hands more, so I went to a doctor. He gave me some medicine and told me that I might not be rid of the disease for two years. I became fairly disheartened. The disease gradually grew worse and worse, and I was unable to attend to any of my domestic duties."

"After a lapse of several months I happened to read in the *Times* of a cure of eczema by Cuticura. I bought a box of Cuticura and a box of Cuticura Soap, and I began to use them. I applied the Cuticura ointment to the sores on my hands and feet, and I used the Cuticura Soap to wash my hands and feet. I was able to attend to my domestic duties. I was cured within a week. I was able to get about and attend to my domestic duties. I am quite cured and it is Cuticura alone that has cured me. I also found Cuticura a positive remedy for another form of skin trouble, known commonly as 'heat bumps,' from which my infant child was then suffering. I applied the Cuticura ointment and in the course of a few days the 'bumps' entirely disappeared. Mrs. A. Holton, The Grove, near Wantage, Berks, England, Aug. 10, 1909."

Cuticura is the most economical treatment known for affections of the skin and scalp. A box of Cuticura Soap and a box of Cuticura ointment will cure eczema, scald head, dandruff, itching humors, and all other skin troubles. Sold everywhere. London: 27, Chancery Lane; Paris: 16, Rue de la Chaussee d'Antin; Australia: 8, Town of St. Paul; India: D. H. Paul, Calcutta; S. Africa: L. S. D. Ltd., Cape Town; U. S. A.: U. S. A. Posters Drug Co., New York. 30 Days Cuticura. Book on the Skin.

## DROWNING FATALITY AT SHANGHAI.

Last Tuesday morning J. J. Hourihan, a plumber, who was employed as a machanic in the engineering department of the Customs, was drowned in the Huangpu River. It is reported that Hourihan and his friend, J. McArthur, who until the previous day was employed as a gunner on the Chinese Revenue cruiser *Liaohing*, when he was transferred to the Coast Inspector's Office, were returning home to Pootung shortly before four o'clock. They wished to pass from one section of the Municipal jetty to the other. But owing to the darkness they could not see that the connecting bridge had been removed. With a sudden thought of danger, they were both thrown into the river. Hourihan, who is said to be a strong swimmer, sank, and was not seen to rise again. McArthur, however, soon rose to the surface, and his cries for help were quickly responded to, and he was taken from the water by some Chinese on one of the ferry steamers that ply between the Municipal jetty and the Pootung shore.

## THE CIRCUMSTANCES SURROUNDING THE FATALITY ARE AS FOLLOWS.

The River Police were immediately apprised of the accident, and they lost no time in instituting a search for the body. At about six o'clock it was located near the jetty, and brought to the surface. It was removed to the Pearson Road Mortuary, where an inquest was held by Mr. A. J. Hudley, United States Vice-Consul, Hourihan being an American citizen.

The circumstances surrounding the fatality are as follows. Hourihan, who was only 31 years old, was a married man with a family of four children. He joined the Customs in November, 1906, and was held in high opinion by his superiors. He was also a private in the Customs Company. Volunteers were asked for to form a firing-party at the funeral, an application having been made to allow the deceased to be accorded full funeral honours. Among his fellows, Hourihan was always known as a happy Hourihan.

It will be remembered that the southern section of the Municipal jetty was removed to Pootung for renovation some weeks ago. It was recently replaced, but for some reason the bridge that connects the two sections was not laid in its original position, and thus there was a gap of about 12 feet between the two jetties.

## "OPEN-AIR TREATMENT."

## NEW PUNISHMENT FOR MINOR OFFENDERS.

A new method of punishment has been tried at Tientsin, New Jersey, and found effective. It is called "open-air treatment," and consists of confinement in cages or cells put on the roof or in the yards of the gaols.

These cells are specially intended for minor offences—for tramps, drunkards, and so forth. When it rains the inmates get soaked; when it is particularly cold or scorching hot they suffer correspondingly. In the towns provided with this mode of punishment drunkenness has decreased, tramps are less frequent, and the results generally have been so satisfactory as to encourage other towns to adopt the same method for dealing with small offenders.







# PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

## WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from 240 to 240,000, or, at the very least, at their full nominal value.

### EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 10s. to £20.

Write for Handbook, sent post free.

MELVILLE, GLEN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [230]



## COLEMAN'S WINARNIS THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Winarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

### BUY IT TO-DAY

From any leading Chemist.

## MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.

No. 22, Museum Road, Corner of Soochow Road, Shanghai. [714]

### NOTICES TO CONSIGNEES

#### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "ASSAYE," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. "Marmora,"  
From Calcutta, ex s.s. "Nyanya,"  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,  
Superintendent.

Hongkong, 21st July, 1910. [1]

#### APCAR LINE OF STEAMERS.

#### NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

#### THE Steamship

"LIGHTNING," Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees of Calcutta Cargo are requested to sign General Average Bond before taking delivery of their Cargo.

Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 23rd July, 1910. [259]

**GRIMAULT'S SYRUP**

OF HYPOPHOSPHITE OF LIME

FOR STUBBORN COUGHS

BRONCHITIS

WEAK LUNGS

CATARRH

CONSUMPTION

**MARTIN'S APIOL & STEEL PILLS**

A French Remedy for all irregularities, disorders of the system, such as a bad habit of the bowels, or any kind of constipation, or any other ailment of the system, may be administered. It is a powerful purgative, and its use is recommended by all the leading medical authorities.

**MARTIN'S APIOL & STEEL PILLS**

**PROMISE AND FULFILLMENT.**

There is an old axiom to the effect that "what is promised is paid." It is a truth which is constantly being proved in the case of Beecham's Pills. Its efficacy is so well known, and its use is so generally recommended, that it is no longer necessary to say more than that it is a good medicine, and that it will cure all the ailments of the system.

**BEECHAM'S PILLS**

Many preparations, misnamed "Beecham's Pills," are sold in the market. They are not Beecham's Pills, and they will not cure the ailments of the system. The only genuine Beecham's Pills are those which are sold in the market under the name of Beecham's Pills.

**MAKE GOOD EVERY CLAIM.**

Sold everywhere in boxes, price 6d., 1/6 & 2/6.

**THORNE'S OLD VAT SCOTCH WHISKY.**

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF ABERDEEN AND HAS BEEN KEPT IN A STRONG SENSE SINCE.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & Co., Ltd.

### THE BUDGET.

ENORMOUS EXPENDITURE.	
Expenditure 1909-10	£171,837,000
Deficit 1909-10	27,073,000
Total	£198,910,000
Revenue (no change in taxes proposed)	199,791,000
Balance	£881,000

With this sum of £881,000 it is proposed to remove the pauper disqualification for old-age pensions, with aid from the local authorities.

To make a fixed grant to technical education authorities in lieu of the varying yield of the whisky duty, hitherto allocated to this purpose in England and to other purposes in Scotland and Ireland.

Leaving a surplus for contingencies of £309,000.

Mr. Lloyd George introduced his second Budget in the House of Commons on June 30th. The chamber was crowded to its utmost capacity; members stood at the bar, others attempted to assume graceful poses on the steps, the galleries were well filled, and behind the grille—as though they were twelfth-century knights—were a number of ladies. The scene was much the same as last year, but the atmosphere was different. Then the Chancellor of the Exchequer appeared in his oratorical robes, the robber chief, intent on robbing the Treasury. There was some excitement as he explained from which nests he would steal and what beneficent work he would do with the loot. For nearly five hours he shuffled his voluminous typewritten notes, as though, nervous of the issue, he was not sure if he would reach the end of his speech as he had planned it. Yesterday Mr. Lloyd George was in a new rôle. He appeared as the friend of all men—in "beamish" mood.

At last the preliminary business was over. The Speaker left the chair, the mace was removed, and, with Mr. Emmott presiding, the House turned to the consideration of the nation's ways and means. All doubts as to the amount of the year's expenditure, the manner in which taxes might be re-shuffled, the relief—if any—was to be given to the spirit-drinker, the smoker, or the devotee of cock-fight and coffee were at rest. Mr. Lloyd George soon showed that he was calm, collected, and even alert. There was not a trace of his Lincolnshire manner. He suggested rather the kindly philanthropist, desirous by a conciliatory manner, to efface all memory of past misdeeds. He flattered for one moment with the rapier of old controversies, but rapidly assumed once more his quiet, restrained manner without even ruffling the skin of his opponent. He had not come out to do battle. The fight over, he had thought of his sword, and without counting the dead—except for a reference to defunct millionaires—he asked honourable members to join with him in calculating the spoils without worrying as to the means by which they had been, and were to be, obtained. The Chancellor, indeed, dealt with the finances of the fiscal year—now already far spent—in a manner which was a combination of the differential calculus and a social reformer who already sees the road open to a new heaven and a new earth. The Prime Minister smiled blandly in a spirit of genial content as his lieutenant pursued the rose-straw path. While it was soon evident that no taxation was to be taken off—not even the additional 3s 9d on whisky—it was also apparent that the Chancellor had no new impost to suggest.

THE BURDEN AND THE PROSPECT.

In a House hushed by the vastness of the burden of its responsibilities, the Chancellor explained that this year the national expenditure would amount to the colossal sum of £171,837,000, which the amount of last year of £26,248,000 and the sum due on the local tax account—£285,000—would raise to £198,910,000. Such a sum—within an ace of two hundred millions—was calculated to make financiers of the past who had stood before the same red despatch-box turn in their graves.

How was this colossal sum to be raised? In a few self-congratulatory sentences, with a word of praise to the Inland Revenue and Customs officials, Mr. George admitted that the deficit of last year had been practically wiped out, and he had no doubt that a surplus of some millions would be obtained. Income-tax had come well. "As usual, Scotland is to the fore," he added, with a smile, as much as to confess that as Chancellor he had lost his heart to the Northern Kingdom. "A Scotsman and his debts are soon parted; the Scotsman is a good business man, and he realises that the sooner he gets rid of his debts the sooner he gets to the profits." Members from the North of the Tweed beamed at this testimonial and the smile broadened as the speaker referred to local industry terms to the Irish, and even the Welsh—all black sheep in the eyes of the Treasury. What of the future outlook? A Chancellor must be a prophet in order to make an estimate of what he is likely to receive. Mr. Lloyd George became eloquent as he told of his inquiries as to the prospect of trade. The commercial world was never in better health, the prospect very much brighter; we should possibly see a greater volume of trade this year and next year than had ever been witnessed in this country; unemployment was on the down grade. In this view the Chancellor cheered the House with his fair tale of prosperity, and the House—or at least the Government benches—cheered the Chancellor. All was for the best in the best ordered of countries.

TAXATION AND SOBRIETY.

In this manner the ground was cleared for the financial review, and the speaker, in a few moments, naturally, first place was given to the slump in spirits. With ashes on his head and in the attitude of a young priest confessing to a deadly sin Mr. George admitted that his estimation of the yield from this source had been "completely wrong—wrong by millions." He stood contrite for a moment to let the House turn and mend him, and then, with characteristic twinkle in his eyes, added, "but I was nearer the mark than any one else." The falling-off had been due partly to causes which were temporary, and partly to some which were permanent. There had been forestallings by the trade before the last Budget was introduced. Manufacturers had also been living on their cellars. But far and away the largest and most important and substantial cause of the diminution in revenue had been the diminution in consumption. Good Conservatives had drunk less to spite a Radical Government, and good Liberals had drunk less to spite the abolitionists, who, they believed, was making a good thing out of the increased taxation. In keen enjoyment of his part, the speaker enlarged on the manner in which he had, as he contended, made the most of both worlds. As Chancellor he had received more from spirits than he would have done had he not put on the extra 3s 9d; as better way of life. Supported from cheers from behind he told of the good which he had done. Where publicans used to sell a bottle of brandy and a few sodas, now they sold many sodas and an infinitely small quantity of brandy—not more than enough just to give a flavour

to the water. He had been Scotland's best friend, and Scotland had stood by him—not as Chancellor but in his rôle of temperance coadjutor. Everywhere spirits were being drunk to a less extent, but Scotland had distinguished itself. Drunkenness in Scotland had decreased by 35 per cent. England had fewer crimes, and even Ireland was less distressful. "Ah, but there is an exception," added the Chancellor, looking across to the leader of the Irish Nationalists, again with that twinkle in his eye. "The exception is Waterford, where, since the new whisky duty was put on, the convictions for drunkenness have gone up." For a moment the House sat back and enjoyed this revelation of the inner life of Mr. Redmond's constituency.

But Mr. Lloyd George in a flash resumed his former manner, and with that stirring eloquence that he brings to his aid on such occasions he pointed out the gain to society which this decrease in spirit-drinking represented. Very effectively he sketched in rough outline the picture which had formed itself on his mind, and then, raising his voice and looking towards the crowded and expectant Irish members, he added:

I honestly say, if any Chancellor of the Exchequer, in the face of these facts, in response to any appeal from any interest, were to alter a tax which has had such very beneficial results, he would be guilty of a crime against the State. Therefore, we must adhere to this duty. Financially and from the higher point of view, I consider it an unqualified success.

Enthusiastic cheers rose from the Radical and Labour benches; a few gloom settled on the Irish Nationalists. "The secret was out."

THE NATIONAL BALANCE SHEET.

The remainder of the business portion of the speech was a mere matter of prophecy and rule of three. In every direction the Chancellor saw a picture of prosperity, and thus he evolved the following balance-sheet for the financial year 1910-11:

ESTIMATED REVENUE.	
Customs	£ 32,035,000
Excises	34,270,000
Estates, &c., Duties	25,650,000
Stamps	9,603,000
Land Tax	2,690,000
House Duty	37,550,000
Property and Income Tax	600,000
Land Value Duties	£142,455,000
Total Receipts from Taxes	£238,003,000
Post Office	430,000
Telephone Service	1,160,000
Crown Lands	1,850,000
Suez Canal Shares, &c.	27,290,000
Miscellaneous	30,046,000
Non-Tax Revenue	£27,290,000
Arrears of 1909-10	30,046,000
Total Revenue	£199,791,000

ESTIMATED EXPENDITURE.	
I.—Consolidated Fund Services.	
National Debt Services:	
(a) Inside the Fixed Debt Charge:	
Interest and Management	£17,594,000
Repayment of Capital	6,546,000
(b) Outside the Fixed Debt Charge:	
Expenses under the War Loan (Redemption) Act, 1910	£54,000
Total National Debt Services	£24,194,000
Development and Road Improvement Funds	1,162,000
Payments to Local Taxation Accounts, &c.	9,588,000
Other Consolidated Fund Services	1,646,000
Total Consolidated Fund Services	£35,590,000

II.—Supply Services.	
Army (including Ordnance Factories)	£27,760,000
Navy	40,604,000
Civil Services	42,586,000
Customs and Excise, and Inland Revenue Departments	4,034,000
Post Office Services	19,828,000
Total Supply Services	£134,912,000
Total Expenditure	£171,837,000
Deficit, 1909-10	27,073,000
Balance	£198,910,000
	861,000

The statement was made in a matter of fact manner, with here and there a flash of humour. Last year had been a particularly fatal one for millionaires, and there was joy on the Radical benches; this year might not be so fatal. But nevertheless, death duties were put down at £2,504,000 more than the actual receipts last year. Then, again, there was stamps—the Exchange. Mr. Lloyd George turned aside to say a few words on rubber and oil. The House listened in genial humour, as once more he unheeded his rapier. "Speaking as Chancellor of the Exchequer, I prefer booms to a scro, and they very rarely go together, because when the people making them are occupied with booms they are much too busy to get up scares."

Then he added, as a final dig, that he thought of the rubber boom was more effective in driving off the German invader than fifty Dreadnoughts. Posing lightly over his estimates for stamps, income tax, the super-tax, and land value duties, and non-tax revenue, he at last showed that he had all the revenue in view that he needed, with £881,000 over with which to play.

RELIEF FOR AGED PAUPERS.

What should he do with this modest surplus? Everyone wanted it. Every one could not be satisfied. He had determined to employ only a portion of it, and in two directions. In the first place, he would end the anomaly under which technical education in England is paid for out of the "whisky tax." The Government would make a fixed grant to the local authorities in lieu of this varying and declining revenue, and an equivalent sum would go to Scotland and Ireland. Secondly, the pauper disqualification for old-age pensions was to be removed. Once again the Chancellor dropped into the dulcet tones of the philanthropist, who has no object in life but the welfare of the poor, and the speaker, who would not have these paupers to support, were to hand over the economy thus effected, and the Treasury believed that another two and a half millions in a full year added to this sum would effect the reform. As, however, it did not come into operation until January 1 next, provision had to be made now for only three months, and for that period £450,000 would suffice. Deducting these two items from the excess of estimated revenue, £309,000 would remain—a sum "none too large for contingencies."

Thus Mr. Lloyd George's Budget statement concluded, and he sat down amid cheers. He had spoken only for an hour and twenty-six minutes instead of nearly five hours, as last year, and he settled down on the bench untroubled and smiling, listening to the criticisms of the Opposition.—Daily Telegraph.

### Consumption Can be Cured



Derk P. Vonkerman, Specialist, whose Discovery of a Cure for Consumption has started the World.

Marvellous as it may seem after the centuries of failure, a cure for consumption has at last been found. After twenty years of almost ceaseless research and experiment in his laboratory, the new renowned specialist, Derk P. Vonkerman, has discovered a specific which has cured the deadly Consumption even in its far advanced stages. In many cases, though all other remedies tried had failed and changes of climate were unable to check the progress of the disease, this wonderful specific has conclusively proved its power to cure.

Whatever your position in life may be, if you are in consumption, or suffer from asthma, bronchitis, catarrh, or any throat or lung trouble, this cure is within your reach, for it is a home treatment and need not interfere in any way with your daily occupation. Learn for yourself of its healing power.

### ABSOLUTELY FREE.

Simply send your name and address to the Derk P. Vonkerman Co., Ltd. (Dept. 229), 6, Boulevard Street, London, E.C., and they will post you a free book on the treatment by this remarkable remedy.

Don't hesitate or delay if you have any of the symptoms of consumption. If you have chronic catarrh, bronchitis, asthma, pains in your chest, a cold on your lungs, or any throat or lung trouble, write to-day for the free book of instructions, and cure yourself before it is too late.

### VISITORS AT HOTELS.

#### HONGKONG HOTELS.

Mr. P. B. Adam	Mr. G. T. Lloyd
Mr. F. K. Atkinson	Mr. J. Macdonald
Mr. J. I. Andrew	Dr. O. Merritt
Capt. F. C. Armstrong	Miss K. A. Massey
Mr. J. H. Backlund	Mr. G. C. McIntosh
Mr. P. J. Backlund	Mr. J. M. Mickel
Mr. W. Chambers	Mr. J. G. Minor
Mr. E. D. Cheshire	Mr. E. Mobbs
Mr. M. O. Clark	Mr. H. B. Soren
Mr. A. E. Dunich	Mr. E. H. R. Pond
Mr. and Mrs. H. C. Ehrenfels	Mr. Charles Bachman
Mr. and Mrs. Engel	Mr. E. H. Hay
Mr. J. W. Erlanger	Mr. B. K. Rodger
Mr. H. G. Fisher	Miss R. Schwartz
Mr. A. Gaudet	Mr. H. Schuler
Mr. V. Gouibourn	Mr. E. E. Solomon
Mr. and Mrs. H. E. La Grange	Dr. and Mrs. A. D. Spalding
Capt. T. P. Hall	Miss A. Square
Mr. and Mrs. E. A. Howett	Mr. W. A. Stratton
Mr. and Mrs. E. J. Hobbs	Mr. and Mrs. M. L. Thompson
Mr. and Mrs. B. Honig	Mr. W. W. Trautschold
Dr. S. Hough	Mr. A. V. Walker
Mr. W. Jackson	Mr. W. G. Wells
Mr. J. Knorr	Mr. G. Wolf
Mr. H. R. Knoch	Mr. G. G. Wood
Mr. A. C. Lambert	

#### KING EDWARD HOTEL.

Mr. M. P. Peattie	Mr. Packer
Mr. D. G. Cheesman	Capt. and Mrs. W. C. Pasmore
Mr. F. F. Cox	Mr. Y. Pattison
Dr. J. S. Frammond	Mr. J. A. Oller
Mr. A. C. H. n	Mr. W. Pollingall
Mr. Heymann	Mr. D. Porcobeis
Mr. A. Huiwik	Mr. E. Bigold
Mr. Kennedy	Mr. Rossam
Miss K. J. M. Kennedy	Mr. E. F. Rowley
Miss Lepoutre	Mr. E. A. Smith
Mr. G. W. McEwen	Mr. E. Smith
Mr. D. M. Maure	Mr. G. C. Whitelaw
Mr. E. N. W. Nickels	

#### KINGSCOUR PRIVATE HOTEL.

C-mr. & Mrs. Acton & maid	Mr. W. H. Tindal King
Mr. E. Amst	Mr. & Mrs. A. C. Logan
Mr. J. S. Arwine, U.S.N.	Consul J. M. Macdoe
Mr. J. S. Arwine, U.S.N.	Mr. J. F. Macgregor
Mr. J. S. Arwine, U.S.N.	Mr. & Mrs. G. C. Macleod
Mr. Black	Mr. & Mrs. L. D. Mandell
Capt. & Mrs. Bromer	Master Mandell
Mr. F. F. Brewer	Mr. C. M. Meyer
Mr. W. F. Chapman	Mr. K. S. Morrison
Mr. Cooker	Mr. J. A. Oller
Mr. F. Sydnham Dixon	Mr. Wm. S. H. H. H. H.
Mr. & Mrs. D. E. Donnelly	Mr. J. Robertson
Mr. J. G. S. Gauden	Mrs. G. S. S. S.
Mr. & Mrs. G. Gordon	Miss K. S. S.
Mr. O. L. G. G. G.	Capt. & Mrs. Schultzen
Mr. H. Hoffman	Mr. A. J. Smith
Mr. F. N. James	Mr. & Mrs. J. J. J.
Dr. F. J. Kelly	Mr. H. Webb
	Mr. J. W. Wilson

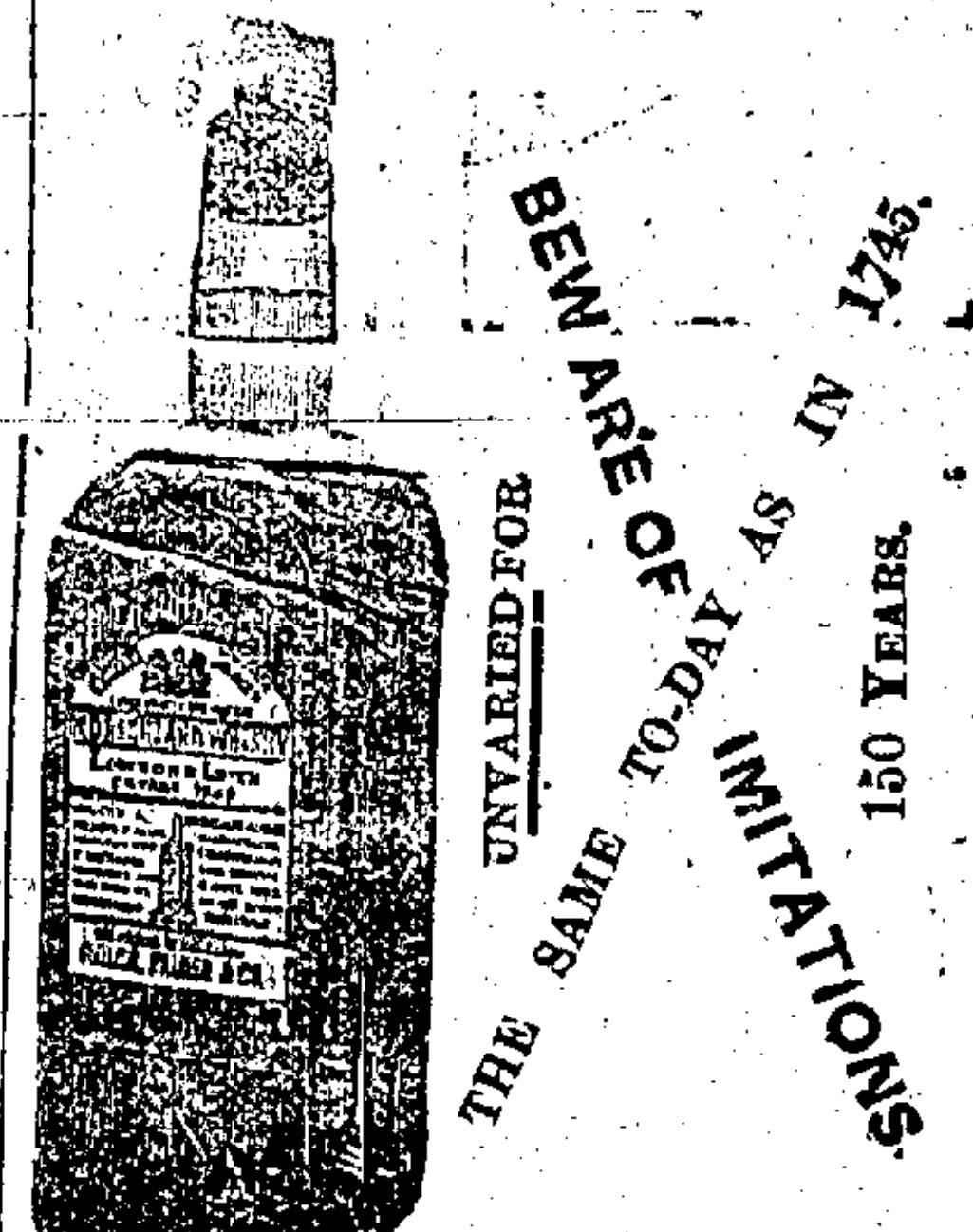
#### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 26th.

	Previous Day	On 26th	On 27th
Barometer	29.77	29.83	29.77
Temperature	88	84	87
Humidity	81	70	67
Wind Direction	South	WNW	W
Force	1	1	1
Weather	b	b	b
Rain	—	—	—

Highest open air Temperature on 26th..... 89  
Lowest open air Temperature on 26th..... 78

### NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS. [46]

### SHIPPING IN PORT.

# SHIPPING IN PORT.

## STEAMERS

ADDENHAM, British str., 2400, St. John George, 24th July—Kobe 18th July, General—Gibb, Livingstone & Co.
AMERICA, British str., 2789, James Boyd, 19th July—Manila 16th July, Hong—Doddwell & Co.
CHANGSHA, British str., 1463, Edw. Finlayson, 21st July—Australia via Philippines 26th June, General and Freight—C. N. S. S. Co.
CHENAN, British str., 1350, L. Jones, 17th July—Shanghai 14th July, General—Butterfield & Swire.
CHIYEN, Chinese str., 1177, C. Stewart, 22nd July—Shanghai 17th July, General—C. M. S. N. Co.
CLIFTON, British str., 2313, G. Worsley, 20th July—Shanghai 15th July.
DEWANGONG, German str., 1050, F. Reihvaldt, 16th July—Bangkok 12th July, Rice and Meats—Butterfield & Swire.
DIUFAB, Norwegian str., 1103, A. Anonsen, 24th July—Bangkok 15th July, General—China-Siam S. N. Co.
FABIANO, British str., 1410, H. Malkin, 12th July—Saigon 8th July, Rice—Jardine Matheson & Co.
GLENFAR, British str., 3250, W. I. Hartnell, 12th July—Mexico 11th June—Shewan Tomes & Co.
HAKODATE, British str., 1267, W. C. Passmore, 24th July—Fuzhou, Amoy via Swatow 23rd July, General—Douglas, Lungrak & Co.
HALLIOTT, Dutch str., 2047, Zwart, 12th July—Singapore 8th July, Petroleum—Asiatic Petroleum Co.
HOKUSAN MARU, Japanese str., 2302, Yamashita, 23rd July—Mito 17th July, Coal—Mitsui Bussan Kaisha.
HUE, French str., 722, Panier, 8th May—Haiphong 5th May, General—A. R. Marly.
HYON, British str., 4232, I. A. Davies, 17th July—Shanghai 15th July, General—Butterfield & Swire.
ICHANG, British str., 1223, K. E. Tasbhan, 13th July—Saigon 9th July, Rice—Butterfield & Swire.
INDIE, Danish str., 3612, Berg, 13th July—Port Said 2nd June, General—Melchers & Co.
KATUKU MARU, Japanese str., 1903, S. Suda, 6th July—Moji 30th June, Coal—Mitsui Bussan Kaisha.
KATOW, British str., 2229, K. T. Jones, 21st July—Kuchinota 15th July, General—Butterfield & Swire.
KASHING, British str., 1127, H. E. Laver, 23rd July—Manila 20th July, Ballast—Butterfield & Swire.
KIANG CHING, Chinese str., 1002, Brissander, 24th July—Hankow 19th July, Iron Rails—Tung Lee.
KINTUNG, British str., 4616, A. G. R. Pardo, 12th July—Yokohama via Ports 25th June, General—Butterfield & Swire.
KWANGH, British str., 1203, C. Plunkett Cole, 17th July—Saigon 14th July, Rice—Butterfield & Swire.
LIGHTNING, British str., 3315, A. E. Gentles, 22nd July—Calcutta 18th July, General—David Sassoon & Co.
LIANAN, British str., 1250, Williams, 21st July—Shanghai 17th July, General—Butterfield & Swire.
LONGSHIRE, British str., 2842, J. Tasker, 19th July—Moji 13th July, Coal—Bradley & Co.
MINNESOTA, American str., 13323, T. W. Gavlick, 22nd July—Seattle 20th June and Manila 20th July, General—Nippon Yusen Kaisha.
NAMBARO, British str., 2591, P. M. B. Lake, 22nd July—Kobe 16th and Moji 17th July, General—Jardine, Matheson & Co.
NANSHAN, British str., 1299, Chas. Hawn, 6th July—Saigon 2nd July, General—Bradley & Co.
NETHERLEE, British str., 1234, J. Sims, 18th July—Moji 12th July, Coal—Ordex.
IPPON MARU, Japanese str., 3452, H. S. Smith, 19th July—San Francisco 21st June, General—T. K. K.
NEARO, British str., 1234, E. J. Baller, 19th July—Hongay 17th July—Jardine, Matheson & Co.
KEAT, German str., 1018, G. Gahmann, 18th July—Bangkok 10th July, Rice—Butterfield & Swire.
IRANANG, German str., 1021, F. v. Mangoldt, 20th July—Bangkok 14th July, Rice—Butterfield & Swire.
WISTA, German str., 900, Schlesinger, 23rd July—Bangkok via Singapore 15th July, Rice—Jardine & Co.
JADURI, German str., 1189, Brunner, 22nd July—Bangkok and Swatow 21st July, Rice—Butterfield & Swire.
ARDIA, German str., 4000, von Döhren, 11th July—Hamburg 27th May, General—Hamburg-Amerika Linie.
MINING, British str., 1350, G. H. Pennesfather, 22nd July—Manila 19th July, General—Butterfield & Swire.
KEIKO, Dutch str., 1234, H. Koops, 24th July—Batavia 26th June and Messager 15th July, General—Java-China-Japan Lijn.
DELTA, British str., 2599, H. Jackson, 26th June—Singapore 19th June, Petroleum—



## TODAY

3 p.m. - Auction of Crown Land at Public Works Dept.

## FORTHCOMING EVENTS

Saturday, 6th August - Fourth Meeting of the Hongkong Gymkhana Club at Happy Valley.  
Tuesday, 9th August - Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.

## SHIPPING

## ARRIVALS

AMIRAL HAMELIN, French str., 3,188, Glors, 25th July - Singapore 18th July, General-Lapleque.  
BRASILIA, German str., 4,580, M. Filler, 25th July - Shanghai 22nd July, General-Lapleque.  
CEYLON MARU, Japanese str., 3,142, F. L. Pyne, 24th July - Moji 19th July, General-Lapleque.  
CHINIA, British str., 1,350, A. S. Harris, 25th July - Shanghai 21st July, General-Lapleque.  
HELINE, German str., 771, H. Bendixen, 25th July - Tientsin 18th and Holbow 24th July, General-Lapleque.  
HONG KONG, British str., 2,036, G. Kinghorn, 25th July - Penang and Singapore 19th July, General-Lapleque.  
MONTREAL, British str., 6,163, W. Dixon, 25th July - Vancouver via Japan 28th June, Lumber and General-Canadian Pacific Railway Co.  
PACIFIC, British str., 1,072, S. L. Jones, 24th July - Tientsin 19th July, General-Lapleque.  
PERSIA, Austrian str., 3,779, P. G. Giergich, 25th July - Kobe 13th July, General-Lapleque.  
RUSSIA, British str., 1,690, G. Rodger, 25th July - Manila 25th July, General-Lapleque.  
ULV, Norwegian str., 885, Pedersen, 24th July - Newchwang and Dairen 16th July, General-Lapleque.  
WUHU, British str., 1,227, Tacker, 25th July - Hongkong 23rd July, General-Lapleque.  
YANKEE, British str., 4,149, J. S. Bulford, 25th July - Liverpool and Singapore 19th July, General-Lapleque.  
YUENSI, British str., 1,123, P. H. Rolfe, 25th July - Manila 22nd July, General-Lapleque.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.  
25th July.  
Aldenh, British str., for Australia.  
Amey, British str., for Amoy.  
Brazilia, German str., for Hongkong.  
Chinghai, British str., for Tientsin.  
Hakha, British str., for Swatow.  
Lightning, British str., for Singapore.  
Wuhu, British str., for Tientsin.

## DEPARTURES

25th July.  
ALCINOUS, British str., for Singapore.  
INVERKIP, British str., for Moji.  
KAIKONG, British str., for Amoy.  
KUBANG, British str., for Shanghai.  
PACIFIC, British str., for Saigon.  
SABINE RICKMERS, Dutch str., for Tamsui.  
SINGAPORE, British str., for Holbow.  
ULV, Norwegian str., for Canton.

## SHIPPING REPORTS

The British str. Chinia reports: Fine weather light S.W. breeze.  
The British str. Rube reports: Light wind, fine, clear weather and sea smooth.  
The British str. Hong Kong reports: Light air and calm, fine clear weather and smooth sea.

## STEAMERS PASSED THE CANAL

July 1st - Benalder, Nubia, Welsh Prince, Yangtze, 5th - Benalder, Carnarvonshire, Manchester, Castle, Prinz Ludwig, Sambla, Titau, 8th - Australia, Diomed, Palawan, Miyazaki Maru, 12th - Japan, Silvia, Specia, Vorosila, 15th - Doctor, Idoneus, Luvavadi, Pera, Senegambia, Senega, Tienkai, 17th - Benalder, Luvavadi, Glancon, Gaden, Helms, 18th - Luvavadi, Luvavadi, Luvavadi, 22nd - Alhul, Kumo Maru, Kumo Maru, Ville de la Ciel, York, Ashit, 25th - Yarra.

## VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.  
(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

## THE Steamship

"LIGHTNING,"  
Captain A. E. Gentles, will be despatched for the above Ports TO DAY, the 26th inst., at Noon.  
For Freight or Passage, apply to  
DAVID SASSON & Co., Ltd.,  
Agents.  
Hongkong, 25th July, 1910. [859]

## THE PENINSULAR AND ORIENTAL

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PERIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"ASSAYE,"  
Captain Owen Jones, carrying His Majesty's Mails, will be despatched from this for Bombay, Co., on SATURDAY, the 6th August, 1910, at NOON, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, cargo for London, Co., will be conveyed by the R.M.S. "HIMALAYA," due to London on the 18th September, 1910.  
Bills of Lading will be received at this Office until the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 25th July, 1910. [1]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	A. G. Cubitt, R.N.	P. & O. S. N. Co.	On 28th inst., at 3 p.m.
LONDON, &c. VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	Owen Jones, R.N.	P. & O. S. N. Co.	On 6th Aug., at Noon.
LONDON, ROTTERDAM & ANTWERP	CARDIGANSHIRE	Brit. str.	—	W. O. Tynes	JARDINE, MATHESON & Co., Ltd.	About 13th Aug.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SEGOVIA	Ger. str.	K. W.	Schols	HAMBURG-AMERICA LINE	On 10th Aug.
COPENHAGEN & ST. PETERSBURG	INDIAN	Dan. str.	—	—	MELCHERS & Co.	End of Aug.
COPENHAGEN	SIAM	Dan. str.	—	—	MELCHERS & Co.	End of July.
HAVRE & HAMBURG VIA STRAITS, &c.	MECKLENBURG	Ger. str.	K. W.	v. Dohren	HAMBURG-AMERICA LINE	On 17th Aug.
MARSEILLES & HAMBURG VIA STRAITS, &c.	ERNEST SIMONS	Frans. str.	—	Girard	MELCHERS & Co.	On 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 2nd Aug., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 3rd Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUBA MARU	Jap. str.	—	Wm. Thomson	NIPPON YUSEN KAISHA	On 9th Aug., at 4 p.m.
MARSEILLES & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	K. W.	Bahl	HAMBURG-AMERICA LINE	On 17th Aug., at D'light
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	LUETZOW	Ger. str.	—	W. Bartling	MELCHERS & Co.	On 1st Sept.
TRIESTE, &c. VIA SINGAPORE, &c.	PERSIA	Aus. str.	—	E. Giergich	SANDER, WIELER & Co.	On 28th inst., at 10 a.m.
NEW YORK	GHAEZE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 30th inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	ALBERGA	Ital. str.	K. W.	Lorenzen	CARLOWITZ & Co.	About 17th Aug.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	WATY CASTLE	Brit. str.	1 m.	—	SHEWAN, TOMES & Co.	About 6th Aug.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 6th Aug., at 6 p.m.
VICTORIA, B.C. & SEATTLE, VIA KEELUNG, &c.	AWA MARU	Jap. str.	—	S. Ishikawa	CANADIAN PACIFIC R. Co.	On 16th Aug., at Noon.
VANCOUVER (DIRECT)	AYMERIC	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 13th Sept., at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TAMBA MARU	Jap. str.	—	K. Sato	CANADIAN PACIFIC R. Co.	To-day.
TACOMA VIA KEELUNG & JAPAN	CHICAGO MARU	Jap. str.	—	I. Goto	NIPPON YUSEN KAISHA	On 16th Aug., at 4 p.m.
CALLAO IQUIQUE, &c. VIA JAPAN PORTS, &c.	KITO MARU	Jap. str.	—	G. W. Hidy	OSAKA SHOSEN KAISHA	On 10th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	M. Yagi	BUTTERFIELD & SWIRE	On 25th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	F. Iscke	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	SAKURA MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 5th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	MIYAZAKI MARU	Jap. str.	—	F. Iscke	NIPPON YUSEN KAISHA	On 13th Aug., at D'light
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	J. B. v. Damme Jellink	NIPPON YUSEN KAISHA	On 4th Aug., at Noon.
YOKOHAMA AND KOBE	TUPANAS	Dut. str.	—	—	MELCHERS & Co.	About 26th inst.
YOKOHAMA AND KOBE	PAOTING	Brit. str.	1 m.	V. McElroy-Liddell	JAVA-CHINA-JAPAN LINE	On 3rd Aug., at Noon.
YOKOHAMA AND KOBE	CHONGSHING	Brit. str.	—	G. Hooker	BUTTERFIELD & SWIRE	Quick despatch.
YOKOHAMA AND KOBE	KURICHOW	Brit. str.	1 m.	F. v. Binzer	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 4 p.m.
YOKOHAMA AND KOBE	PRINZ LUDWIG	Brit. str.	—	A. Harris	MELCHERS & Co.	About 26th inst.
YOKOHAMA AND KOBE	CHINIA	Brit. str.	1 m.	F. J. Fox	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
YOKOHAMA AND KOBE	NUBIA	Brit. str.	—	Hildebrandt	P. & O. S. N. Co.	About 29th inst.
YOKOHAMA AND KOBE	SAKONIA	Ger. str.	K. W.	F. Wheeler	HAMBURG-AMERICA LINE	On 28th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	Mouton	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at D'light
YOKOHAMA AND KOBE	AUSTRALIAN	Frans. str.	—	E. Combes	MELCHERS & Co.	On 1st Aug., P.M.
YOKOHAMA AND KOBE	COLOMBO MARU	Jap. str.	—	Y. Fusanoo	NIPPON YUSEN KAISHA	On 3rd Aug.
YOKOHAMA AND KOBE	DUTCH MARU	Jap. str.	—	H. Powell	OSAKA SHOSEN KAISHA	On 4th Aug., at 10 a.m.
YOKOHAMA AND KOBE	DEVANHA	Brit. str.	K. W.	—	P. & O. S. N. Co.	About 4th Aug.
YOKOHAMA AND KOBE	SPERZA	Ger. str.	—	H. Koops	MELCHERS & Co.	On 12th Aug.
YOKOHAMA AND KOBE	REDDO	Dut. str.	—	Collyer	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA AND KOBE	CHIKI	Dut. str.	—	Y. Yamamoto	P. & O. S. N. Co.	On 29th inst.
YOKOHAMA AND KOBE	BAICA	Dut. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 3rd Aug., at 10 a.m.
YOKOHAMA AND KOBE	JOHIN MARU	Jap. str.	—	W. C. Passmore	OSAKA SHOSEN KAISHA	On 5th Aug., at 10 a.m.
YOKOHAMA AND KOBE	DAIGI MARU	Jap. str.	—	J. Boyd	DODWELL & Co., Ltd.	To-day, at 10 a.m.
YOKOHAMA AND KOBE	AMERIC	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 a.m.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 29th inst., at 10 a.m.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	2 h.	P. H. Rolfe	BUTTERFIELD & SWIRE	On 2nd Aug., at 10 a.m.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	2 h.	B. J. Payne	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	2 h.	A. Fraser	SHEWAN, TOMES & Co.	On 29th inst., at 4 p.m.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	2 h.	T. W. Pickard	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at Noon.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	2 h.	Fred. Pyne	SHEWAN, TOMES & Co.	On 5th Aug., 4 at P.M.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	2 h.	A. E. Gentles	BUTTERFIELD & SWIRE	On 6th Aug., at Noon.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	2 h.	M. B. Lake	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	2 h.	A. Pander	DAVID SASSON & Co., Ltd.	To-day, at Noon.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	2 h.	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
YOKOHAMA AND KOBE	HAICHING	Brit. str.	2 h.	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TONS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR," 6,100 Capt. F. ISEKE	6,100	About 26th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG," 18,500 Capt. F. v. BINZER	18,500	About 26th July.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUETZOW," 17,300 Capt. W. BARTLING	17,300	Thursday, 26th July, at 10 a.m.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," 6,100 Capt. F. ISEKE	6,100	Saturday, 13th Aug., at D'light

\* Fitted with wireless Telegraphy New System of Telefunken.  
For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.  
Hongkong, 26th July, 1910. [5]

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, VANCOUVER, B.C.,  
TACOMA & SEATTLE  
VIA

Steamer	Tons	Captain	To Sail on or About
* AYMERIC	4,363	J. Boyd	26th July.
REDDHILL	3,889	H. E. Dowall	23rd August.
OCEANO	4,657	F. W. Davies	27th September.
KUMERIC	4,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.

\* Calling at Amoy and Keelung.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
Queen's Buildings.  
Hongkong, 25th July, 1910. [8]

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA  
SEANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN" Capt. Monton	On 1st Aug., P.M.
MARSEILLES, VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 2nd Aug., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"SALAZIE" Capt. X	On 15th Aug., P.M.
MARSEILLES VIA PORTS	"POLYNESIEN" Capt. Brune	On 16th Aug., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levants, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.  
For Further Particulars, apply to—

P. THOMAS, AGENT,  
Queen's Building.  
Hongkong, 21st July, 1910.

CANADIAN PACIFIC RAILWAY CO'S  
ROYAL MAIL STEAMSHIP LINE.  
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B. From Quebec.
"EMPERESS OF JAPAN" SAT., 6th Aug.	"ALLAN LINE" FRIDAY, 2nd Sept.
"MONTEAGLE" TUESDAY, 16th Aug.	"EMPERESS OF BRITAIN" FRI., 23rd Sept.
"EMPERESS OF CHINA" SAT., 27th Aug.	"ALLAN LINE" FRIDAY, 14th Oct.
"EMPERESS OF INDIA" SAT., 17th Sept.	"EMPERESS OF IRELAND" FRI., 4th Nov.
"EMPERESS OF JAPAN" SAT., 8th Oct.	
"MONTEAGLE" TUESDAY, 8th Nov.	

"Emperess" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New "Palatial" "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.  
Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10  
Intermediate on Steamers ..... £43 ..... £45.  
and 1st Class Railway ..... £243 ..... £245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

E.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
Passenger Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only), granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Polder Street and Praya, opposite Blake Pier

## VESSELS ON THE BERTH

CANADIAN  
PACIFIC  
RAILWAY CO.

## FOR VANCOUVER.

## THE Steamship

## "AYMERIC."

FROM HONGKONG.

TO-DAY (TUESDAY), THE 26th JULY,  
FOR VANCOUVER DIRECT.

To be followed by

REDDHILL ..... 23rd Aug.  
OCEANO ..... 27th Sept.  
KUMERIC ..... 20th Oct.  
AYMERIC ..... 20th Nov.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canadian and United States and to the West Indies.

For further information regarding rates of freight, etc., apply to  
CANADIAN PACIFIC RAILWAY CO.,  
Hongkong.

Hongkong, 12th July, 1910. [819]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
TRIESTE (Direct),  
Calling at SINGAPORE, PENANG,  
CALCUTTA, COLOMBO, ADEN,  
SUVA AND PORT SAID.  
(Taking Cargo at through rates to the Brazils,  
to Persian Gulf, Red Sea, Black  
Sea, Levant, Venice, and  
Adriatic Ports).

THE Company's Steamship

"PERSIA"  
Capt. P. Giergich, will be despatched as above on THURSDAY, the 28th July, at Noon.  
This Steamer has special accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.  
For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,  
Agents,  
Princes' Buildings.  
Hongkong, 26th July, 1910. [3]

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.  
S.S. "GHAEZE" ..... On 30th July.  
For Freight and further information, apply  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 7th July, 1910. [810]

## HONGKONG-NEW YORK.

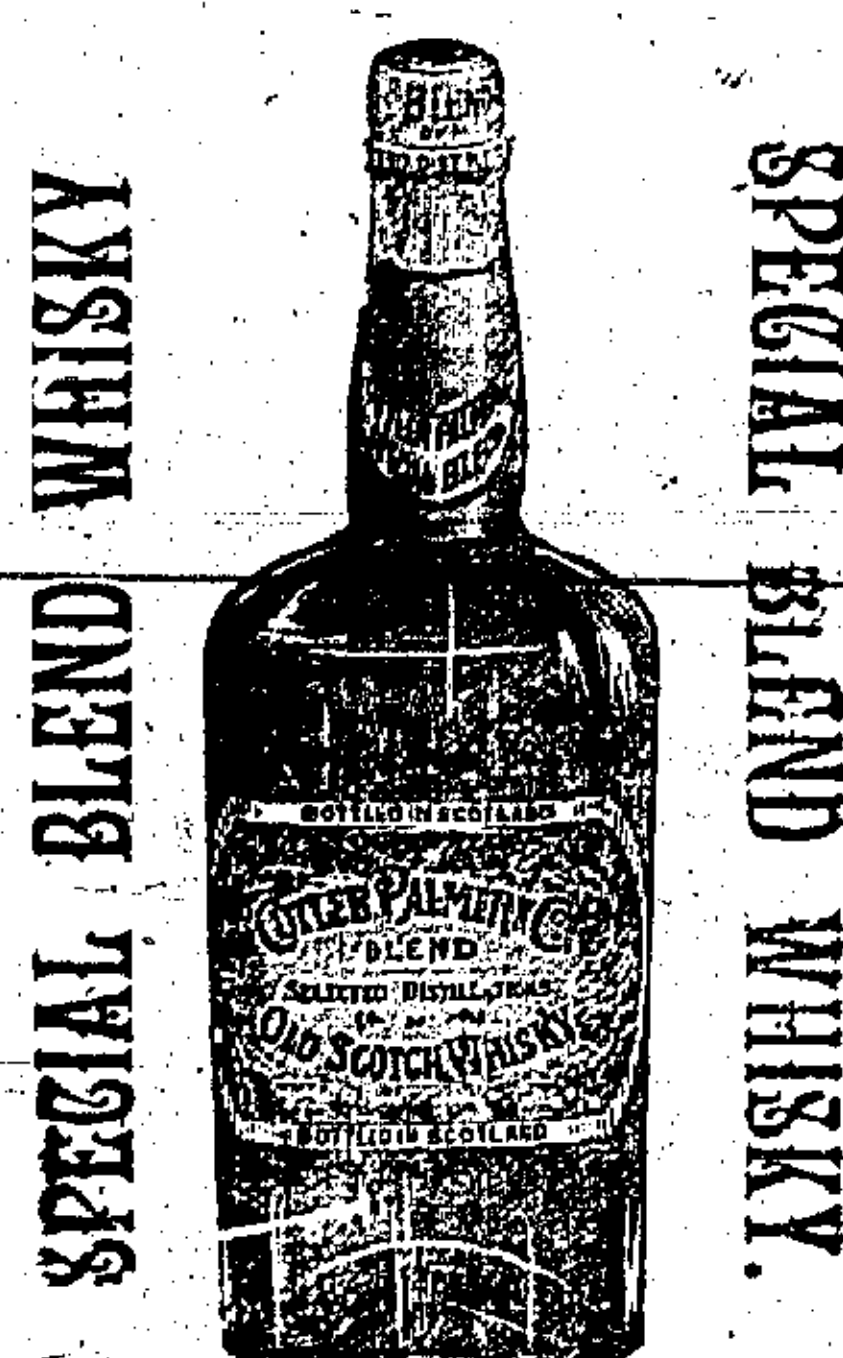


AMERICAN ASIATIC STEAMSHIP CO.

For BOSTON & NEW YORK VIA PORTS  
AND SUEZ CANAL.  
(With Liberty to call at the Malabar Coast.)  
"WRAY CASTLE," On or about 6th August.

For freight and further information apply to—  
SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 13th July, 1910. [821]

## Cutler, Palmer &amp; Co.'s



SHIPPERS  
Cutler, Palmer & Co., London.  
AGENTS



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSHALLS	SOMALI Capt. A. G. Cabbitt	3 P.M., 28th July	Freight and Passage.
TAKAO, SHANGHAI, PUNOW, BANCA HANKOW, TA. U. and MOI	Capt. Collyer	On 29th July	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. F. J. Fox	About 29th July	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 4th Aug.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE Capt. Owen Jones	Noon, 6th Aug.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,

Hongkong, 26th July, 1910.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS.
MANILA ILOILO ZAMBOANGA, THURS- DAY ISLAND, COOKPOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"KASHING" "CHANGSHA"	On 26th July, 3 P.M. On 26th July, 4 P.M. On 27th July, 4 P.M.	
SHANGHAI CHEFOO & NEWCHWANG TIENTSIN	"CHINHUA" "PAOTING" "KUEICHOW"	On 28th July, 4 P.M. On 29th July, 4 P.M. On 2nd Aug., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger-accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHEVAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and "set" Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct, on Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconveniences of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 26th July, 1910

AGENTS. 10

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN	"SIAM"	End of July.
SHANGHAI, YOKOHAMA and KOBE	"YEDEO"	Half of August.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to

Hongkong, 26th July, 1910.

MELOHRS &amp; CO.,

AGENTS. 6

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOCHOW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIP	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 26th July, at 10 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 29th July, at 10 A.M.
"HAITANG"	Capt. A. E. Hodgins	TUESDAY, 2nd Aug., at 10 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN" Capt. A. H. Stewart WED'DAY, 27th July, at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of July, August and September, a Special Reduction of 25% on Fares to Fochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; Co.,

GENERAL MANAGERS.

Hongkong, 25th July, 1910.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	REMARKS.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 28th July, Noon.	
TIENTSIN	"CHEONGSHING"	Friday, 29th July, Noon.	
MANILA	"YUENSANG"	Friday, 29th July, 4 P.M.	
SHANGHAI	"KWONGSANG"	Sunday, 31st July, 4 P.M.	
MANILA	"LOONGSANG"	Friday, 5th Aug., 4 P.M.	
SHANGHAI, KOBE & MOJI	"FOOSANG"	Friday, 19th Aug., Noon.	

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Choochoo, Tientsin & Newchwang

Telephone No. 215, Sui. Bkch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON &amp; Co., LTD.,

Hongkong, 26th July, 1910.

GENERAL MANAGER 14

# NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MAESELLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	KAGA MARU Capt. M. Hagino, WAKASA MARU Capt. N. Nielsen, ATSUTA MARU Capt. Wm. Thomson,	7,000 7,000 9,000	WED'DAY, 3rd Aug., at Daylight WED'DAY, 9th Aug., at 4 P.M. WED'DAY, 17th Aug., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao,	7,000	SATURDAY, 13th Aug., from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Sato, AWA MARU Capt. S. Ishikawa,	7,000 7,000	TUESDAY, 16th Aug., at 4 P.M. TUESDAY, 13th Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winckler,	6,000 6,000	FRIDAY, 5th Aug., at Noon. FRIDAY, 2nd Sept., at Noon.
BOMBAY via SINGAPORE and COLOMBO	CEYLON MARU Capt. Fred. Pyne,	6,000	TUESDAY, 26th July.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler,	6,000	WED'DAY, 3rd Aug., at Noon.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. E. Combes,	5,000	WED'DAY, 3rd Aug., at Noon.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. T. Murai,	9,000	THURSDAY, 4th Aug., at Noon.

# CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing "Ali Maru" 30th May, ending 30th September, 1910.

## SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. \* Carries Deck Passengers.  
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 23rd May, 1910.

T. KUSUMOTO,  
MANAGER. 13-125

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU	17,200 tons gross	Sail Aug. 25th, at Noon.
S.S. BUOY MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

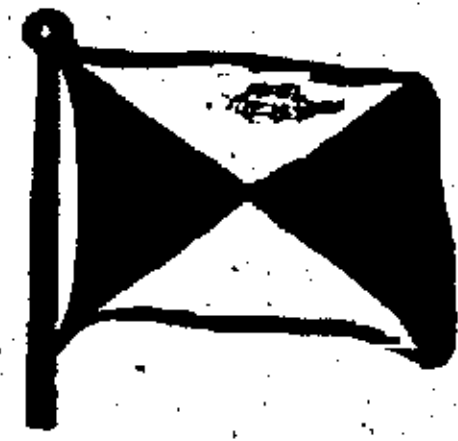
TOYO KISEN KAISHA, King's Building.

Hongkong, 6th July, 1910.

1403

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Rodger	Manila	On 30th July, Noon.
ZAFIRO	2540	A. Fraser	Manila	On 6th Aug., Noon.

For Freight or Passage apply to

Hongkong, 18th July, 1910.

SHEWAN, TOMES &amp; Co.,

General Managers. 12

# HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

† TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.  
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. SAXONIA	28th July.
S.S. SPEZIA	12th Aug.
S.S. ALESIA	26th Aug.
S.S. AMBRIA	8th Sept.

Further Particulars, apply to—

Hongkong, 12th July, 1910.

### HOMEWARD.

FOR MARSSELLES &amp; HAMBURG:

S.S. MECKLENBURG 23th July.

FOR ROTTERDAM, HAMBURG &amp; ANTWERP:

S.S. SEGOVIA 10th Aug.

FOR HAVRE &amp; HAMBURG:

S.S. SCANDIA 17th Aug.

FOR MARSSELLES &amp; HAMBURG:

S.S. SAXONIA 1st Sept.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

# OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.



Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Goto "TACOMA MARU" Capt. H. Yamamoto	6,182 6,178	WED'DAY, 10th Aug., at Noon WED'DAY, 7th Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 31st July, at 10 A.M.
ANPING via SWATOW & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED'DAY, 3rd Aug., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUJINO	THURSDAY, 4th Aug., at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910. Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

7031

T. ARIMA,

MANAGER

# THOS. COOK & SON,

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, &amp;c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS of 1910, and the ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

Japan Office:—32, WATER STREET, YOKOHAMA.

6621

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 &amp; 57, DES VŒUX ROAD.

1537

## VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. str. *Prinz Ludwig*, carrying the German Mail with dates from Berlin of the 29th ultimo, left Singapore on the 22nd inst., at 9 a.m., and may be expected here to-day at 11 a.m.

THE INDIAN MAIL. The Indo-China str. *Letsang* from Calcutta and the Straits left Singapore for this port on the 22nd instant.

THE CANADIAN MAIL. The C.P.R. Co.'s str. *Empress of Japan* arrived at Shanghai at midnight on the 24th instant, and left again at 10 p.m. on 25th inst. for Hongkong, where she is due to arrive at 8 a.m. on the 28th instant.

THE AMERICAN MAIL. The P.M. str. *Siberia* arrived at Manila on the 24th instant a.m., and is due to arrive here on the 1st prox., at noon.

The P.M. str. *China* from San Francisco arrived at Yokohama on the 24th instant, left that port en route to Hongkong on the 25th instant, and is due to arrive at this port on the 3rd prox.

The P.M. str. *Manchuria* left San Francisco on the 12th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 8th prox.

The T.K.K. str. *Chigo Maru* sailed from San Francisco on the 19th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on the 19th prox.

The E. & A. str. *Empire* left Thursday Island on 14th inst. for Timor, Manila and this port, and is due at Manila on the 23rd inst.

The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this port via Manila on the 21st inst., and is expected here on the 1st prox.

The British str. *Blythe* left Moji on the 21st instant for this port, and is due to arrive here to-day.

The H.A. Line str. *Saxonia* left Singapore on the 21st instant p.m., and may be expected here to-morrow.

The Dredwell New York Line str. *Glaces* left Shanghai on the 23rd instant, and is due at this port to-morrow.

The Mogul Line str. *Lethian* left United Kingdom on the 10th instant for Hongkong via Straits.

The P. & O. S. N. Co.'s str. *Nubia* left Singapore for this port on the 23rd instant, at 3.30 p.m., and is due here on the 28th instant, at about 6 p.m.

The P. & O. S. N. Co.'s str. *Dandi* left Singapore for this port on the 23rd instant, at 9.30 a.m., and is due here on the 28th instant, at about 6 p.m.

The U.S.K. str. *Chicago Maru* from Tacoma left Moji for this port via Manila on the 22nd instant, and is expected here on or about the 2nd prox.

The N.Y.K. str. *Colombo Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 15th inst., and is expected here on the 2nd prox.

The I.G.M. str. *Germania* left Yape on the 22nd instant, and may be expected here on or about the 2nd prox.

The Eng. Hok Fong S.S. Co.'s str. *Persia* sailed from Cebu, Mexico on the 14th inst. a.m., and is expected to arrive here, via Moji, Japan, about the 7th prox.

## PASSENGERS.

ARRIVED.

Per *Persia*, from Japan, Dr. Mayer.Per *Yuensang*, from Manila, Mr C. D. Minford.Per *Chinhua*, from Shanghai, Mrs Woolley, Capt. and Mrs. Mawley and child, Dr. Guerin, Mr Kenneth and Mr. Shadrach.Per *Rubi*, from Manila, Mr J. C. McDowell, Mr J. W. Wilson, Mr. Vink, Mr. Gregoris, Mr Carlos Grell and Mr Juan Seiloth.Per *Monteale*, for Hongkong, from Vancouver, Miss N. Dawson, Mr F. Brown, Mr H. Hall, Mr C. Philander and Mr S. Abbas, from Shanghai, Mr and Mrs Violet, Mr M. G. Violet, Mr M. Lubin, Mr and Mrs M. O. Young and child, Miss M. O



# RODI & WIENENBERGER, PFORZHEIM I/B.

MANUFACTURERS OF  
GENUINE ROLLED GOLD JEWELLERIES: NECKLETS,  
BRACELETS, BROOCHES, SCARF-PINS,  
WATCH-CHAINS, &c.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The *Prinz Ludwig* with the German mail of the 29th June left Singapore on Friday, the  
22nd inst., at 9 a.m., and may be expected here to-day, at 11 a.m.

The *Kyushu* with the Siberian mail is due here to-morrow.

The *Kyushu* with the Canadian mail left Shanghai on Monday, the 25th instant,  
at 10 p.m., and may be expected here on or about Thursday, the 28th instant, at 8 a.m.

The *Australien* with the French mail of the 1st instant left Singapore on Sunday, the 27th  
instant, at 6 p.m., and may be expected here on or about Sunday, the 31st instant.

The *Siberia* with the American mail is due to arrive here on Sunday, the 31st instant,  
at noon.

FOR	PER	DATE
Thursday, Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle Singapore, Penang and Calcutta	<i>Aldenhay</i>	Tuesday, 26th, 9.00 A.M.
Haliphong	<i>Lightning</i>	Tuesday, 26th, 11.00 A.M.
Fort Bayard	<i>Brasilia</i>	Tuesday, 26th, 11.00 A.M.
Amoy, Keelung, Shanghai, Hoji, Kobe, Yokohama, Victoria, Vancouver and Tacoma	<i>Sui Cheong</i>	Tuesday, 26th, 11.00 A.M.
Macao	<i>Americ</i>	Tuesday, 26th, 1.15 P.M.
Manila	<i>Sui Tai</i>	Tuesday, 26th, 2.00 P.M.
Singapore, Colombo and Bombay	<i>Taining</i>	Tuesday, 26th, 3.00 P.M.
Hilo	<i>Ceylon Maru</i>	Tuesday, 26th, 3.00 P.M.
Amoy	<i>Kashing</i>	Tuesday, 26th, 3.00 P.M.
	<i>Hong Bee</i>	Tuesday, 26th, 4.00 P.M.
Swatow	<i>Haimun</i>	Wednesday, 27th, 9.00 A.M.
Macao	<i>Sui Tai</i>	Wednesday, 27th, 1.15 P.M.

Thursday, Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle Singapore, Penang and Calcutta	<i>Changsha</i>	Wednesday, 27th, 2.00 P.M.
Haliphong	<i>Luzon</i>	Thursday, 28th, 9.00 A.M.
Fort Bayard	<i>Namsang</i>	Thursday, 28th, 11.00 A.M.
Amoy, Keelung, Shanghai, Hoji, Kobe, Yokohama, Victoria, Vancouver and Tacoma	<i>Persia</i>	Thursday, 28th, 1.15 P.M.
Macao	<i>Sui Tai</i>	Thursday, 28th, 3.00 P.M.
Manila	<i>Chinhua</i>	Friday, 29th, 9.00 A.M.
Singapore, Colombo and Bombay	<i>Haitan</i>	Friday, 29th, 11.00 A.M.
Hilo	<i>Cheongching</i>	Friday, 29th, 1.00 P.M.
Amoy	<i>Taiwong</i>	Friday, 29th, 1.15 P.M.
	<i>Yuenang</i>	Friday, 29th, 3.00 P.M.
Swatow	<i>Paoing</i>	Friday, 29th, 3.00 P.M.
Macao	<i>Mimosa</i>	Saturday, 30th, 10.00 A.M.
Manila	<i>Rubi</i>	Saturday, 30th, 10.00 A.M.

**KEELUNG, SHANGHAI, NAGASAKI, KOBE,  
SHIMIZU, YOKOHAMA, HONOLULU, AND  
SAN FRANCISCO**  
SIBERIAN MAIL TO EUROPE

Haliphong (Haliphong, Samang, Samang, Macao)	<i>Yuenang</i>	Saturday, 30th, 1.00 P.M.
Swatow, Amoy and Foochow	<i>Sui Tai</i>	Saturday, 30th, 1.15 P.M.
	<i>Haitan</i>	Saturday, 30th, 1.15 P.M.

**EUROPE, &c., INDIA VIA TUTICORIN**  
(Late Letters 11.00 A.M. to NOON. Extra  
Postage 10 cents)  
Letters posted in all the P.O. Boxes in  
time for the first clearance will be  
included in this contract mail.

Tientsin	<i>Kueichow</i>	Tuesday, 2nd, 3.00 P.M.
Singapore, Penang and Colombo	<i>Kaga Maru</i>	Tuesday, 2nd, 5.00 P.M.
Nagasaki, Kobe and Yokohama	<i>Kumano Maru</i>	Wednesday, 3rd, 11.00 A.M.
Manila, Thursday Is., Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	<i>Miyazaki Maru</i>	Thursday, 4th, 11.00 A.M.
Moji, Kobe, Yokohama, Hakodate, San Francisco and Portland	<i>Nikko Maru</i>	Friday, 5th, 11.00 A.M.

**KEELUNG, SHANGHAI, NAGASAKI, KOBE,  
YOKOHAMA, SHIMIZU, YOKOHAMA,  
HONOLULU AND SAN FRANCISCO**

## FANS! FANS! FANS!

There are FANS and FANS but the FREEZOR FAN is the Best and better still if it  
has the OZONATOR attachment, OUR OWN IDEA.

Gas driven Fans

where Electric

current is not

available, or Bat-

tery and Electric

Accumulator Fans

for the Outports.

Anything to

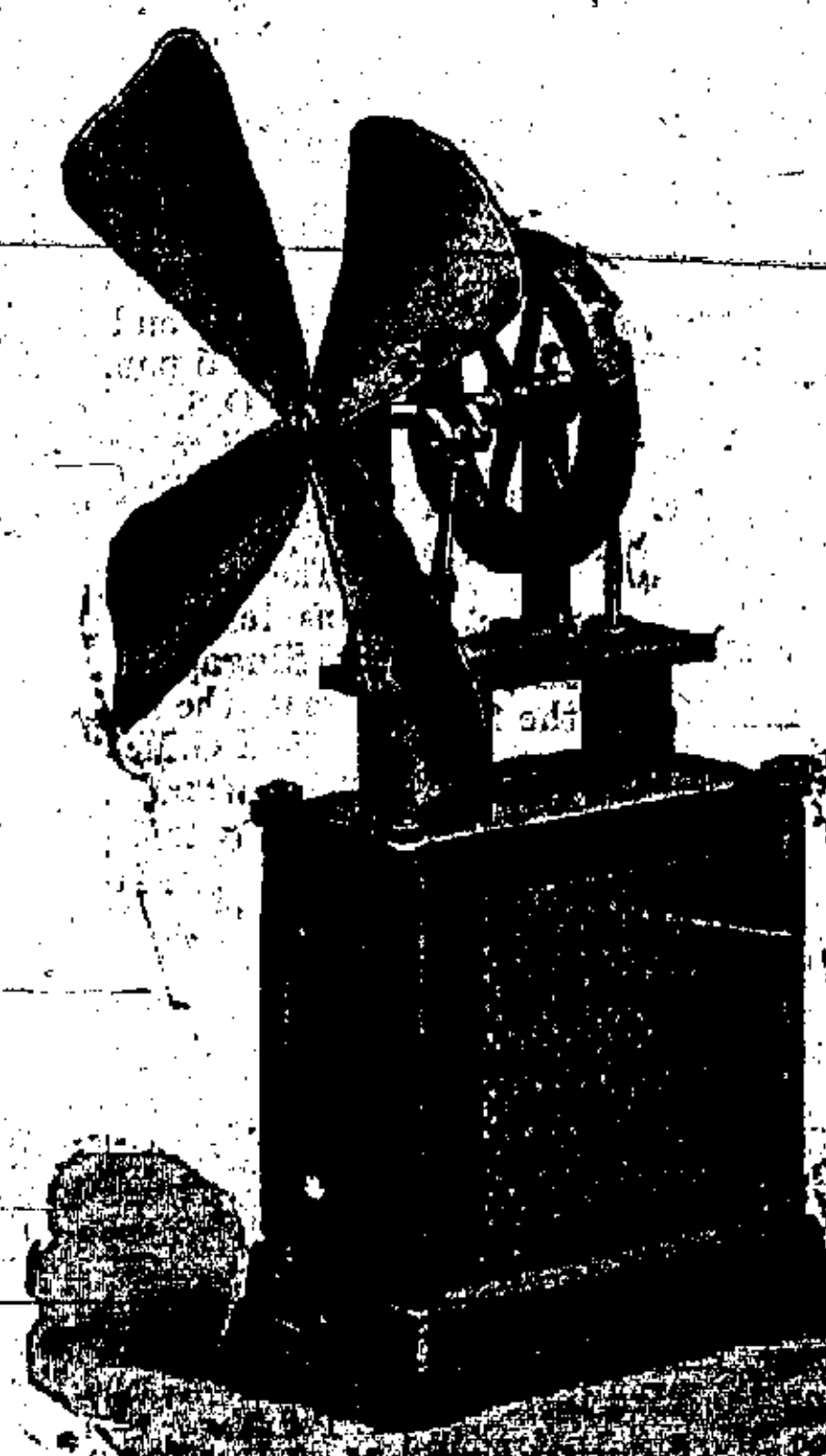
keep cool but the

"OZONATOR"

has caught on,

and will soon be

indispensable.



The Ozonator

Globe and Sponge

can be fixed to

the guard of any

fan at little cost,

and the fluid

Ozone can be

obtained at any

of the Pharmacies.

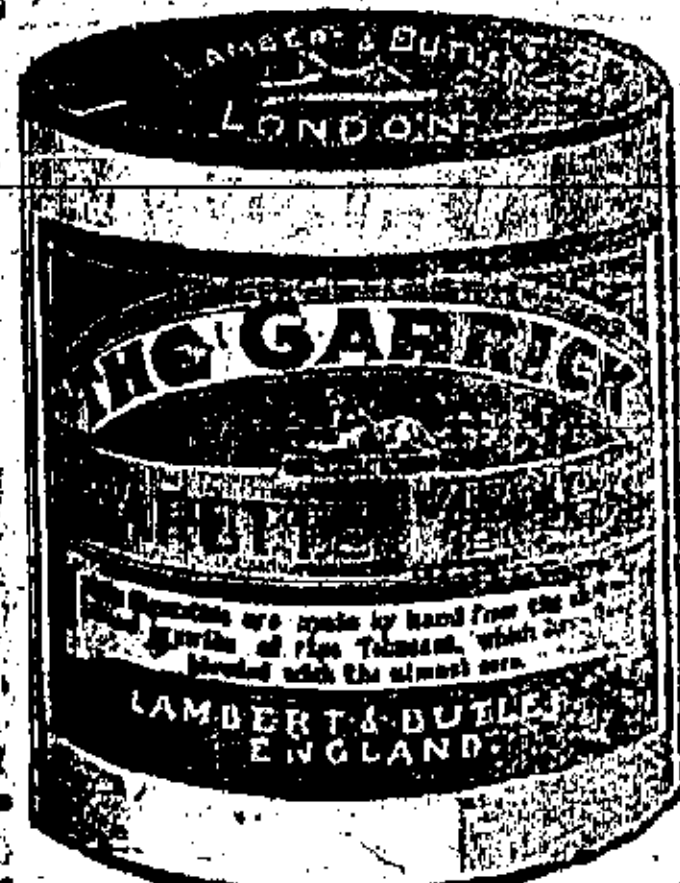
One bottle of

concentrated es-

sence supplied

free.

For Particulars and Prices Ring up Electrical Dept. 353.  
**WILLIAM C. JACK & CO., LTD.,** 14, Des Voeux Road, Hongkong. [40]



## CONSTANT GROWTH

Signifies

## CONSTANT MERIT

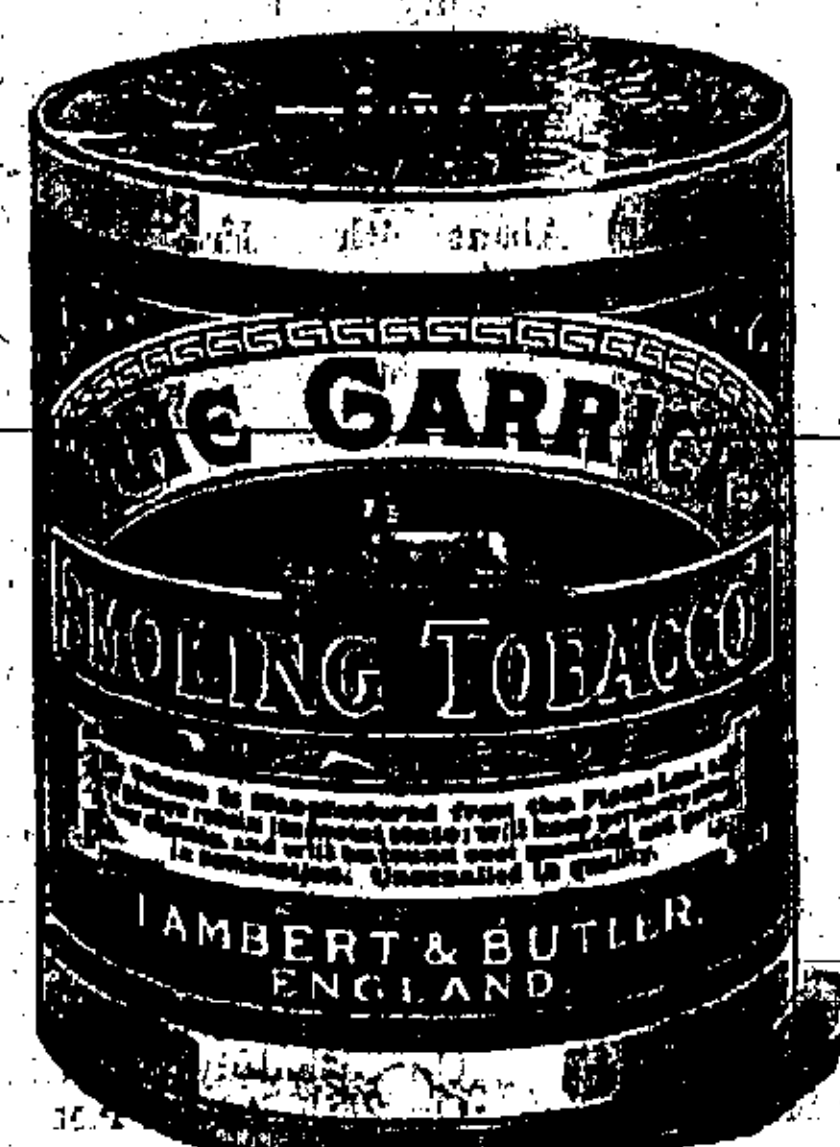
**"The Garrick"**

Tobacco and Cigarettes

Hold the Confidence of their Smokers.

SOLD EVERYWHERE

**BRITISH-AMERICAN TOBACCO CO. LD.**



## SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 25th, 1910.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTA TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, buyers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bank of Communications, Limited	8,604	12/6	12/6	\$8, sellers
China Bank, Limited	60,000	\$12	\$12	\$9, sal. & buy.
China Light and Power Company, Limited	50,000	\$10	\$10	\$1.40, sellers
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$8, buyers
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	Tls. 10	Tls. 120.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 57.
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
<b>DAIRY FARM COMPANY, LIMITED.</b>				
Docks and Wharves	40,000	\$7 1/2	\$6	\$19, buyers
Hongkong & Whampoa Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sales
New Amoy Dock Co., Limited	10,000	\$60	\$60	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 77.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 119.
<b>KEWICK &amp; CO., LIMITED</b>				
Green Island Cement Co., Limited	18,000	\$25	\$25	\$10, sellers
Hongkong Cement Co., Limited	400,000	\$10	\$10	\$6, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$19, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$104, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$81, sellers
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	\$25	\$135, buyers
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$175, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$112, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$50, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$845, buyers
Yungtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$3, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$32, buyers
Shanghai Land Investment Co., Limited	70,000	Tls. 50	Tls. 50	Tls. 110.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, buyers
<b>MINING.</b>				
Societe Francaise des Charbonnages du Tonkin	16,000	Pes. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$21	\$21	\$7, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$1.40, sellers
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$168.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
Robinson Pinn Co., Limited	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$28, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$32, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$5, sel. L/don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$8, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$15, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$25, buyers
<b>STRENGTH AND EXPANSION.</b>				
Cable, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, sellers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,300	\$10	\$10	\$6, buyers
Weissmann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$11, sellers
Union Waterboat Co., Limited	100 fiders	\$10	\$10	\$300.
<b>RESOURCES.</b>				
Allagans	...	...	...	...
Anglo-Malays	...	...	...	...
Balgownie	...	...	...	...
Batu Tiga	...	...	...	...
Bukit Kajang	...	...	...	...
Castledale, fully paid	...	...	...	...
Cheviots	...	...	...	...
Eastern and International	...	...	...	...
Highlands and Lowlands	...	...	...	...
Kamuning	...	...	...	...
Kuala Lumpur	...	...	...	...
Laba	...	...	...	...
Ledbury's	...	...	...	...
Linggis	...	...	...	...
London Asiatics	...	...	...	...
London Ventures	...	...	...	...
Marlemaus	...	...	...	...
Pegohs	...	...	...	...
Sapong	...	...	...	...
Shelfords	...	...	...	...
Singapore and Johore	...	...	...	...
Sumatra Paris	...	...	...	...
Sungai Kapor	...	...	...	...
United Serdangs	...	...	...	...

Loans	Amount	Value	Interest	Quotation
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

**VERNON & SMYTH, Share-Brokers.**

## COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

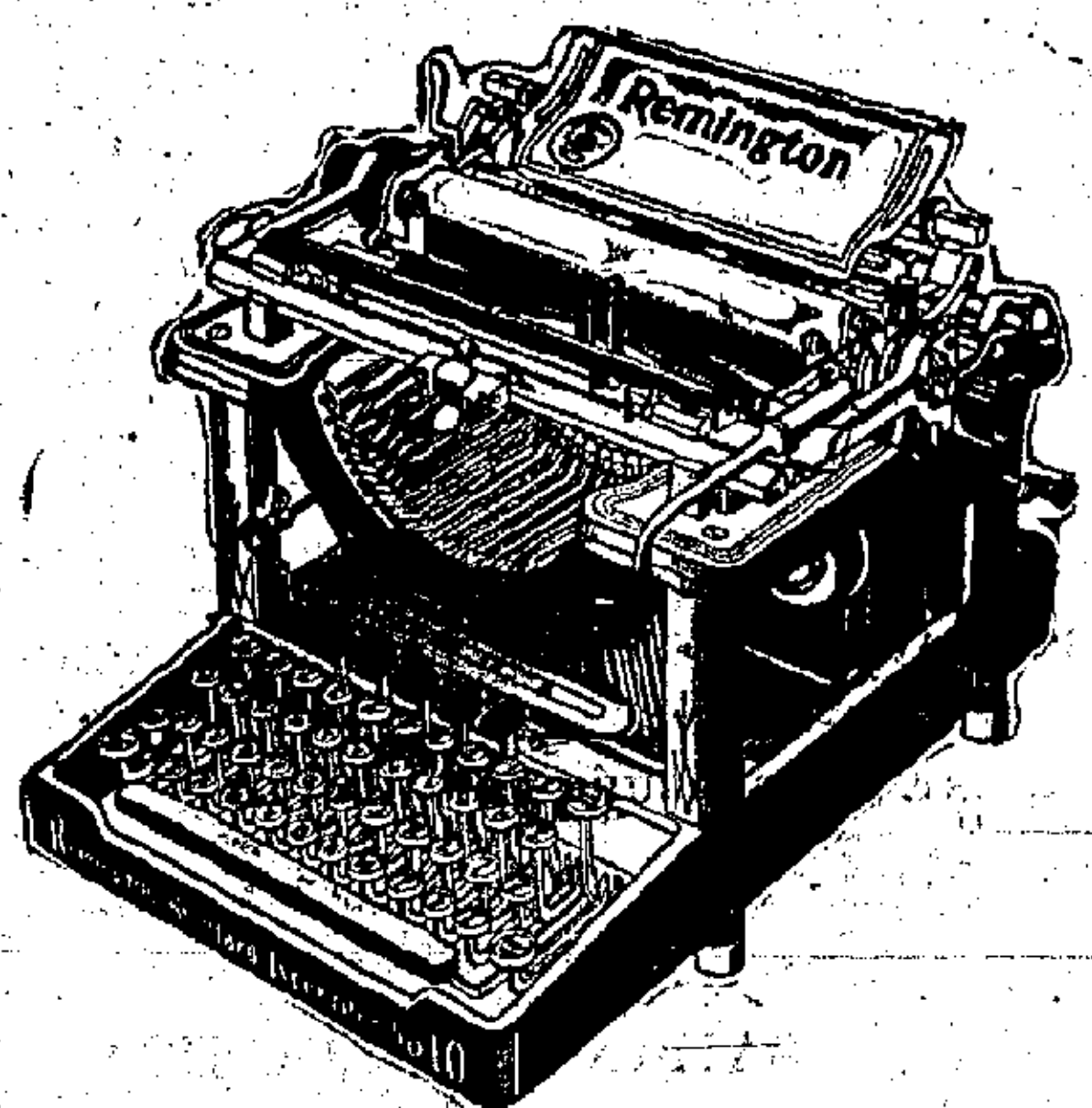
ON	July 25th.
LONDON:—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/9 1/2
PARIS:—	
Bank Bills, on demand	224
Credits, at 4 months' sight	228
ON HAMBURG:—	
On demand	132
ON NEW YORK:—	
Bank Bills, on demand	44 1/2
Credits, at 60 days' sight	44 1/2
ON HONGKONG:—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON CALCUTTA:—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON SHANGHAI:—	
Bank, at sight	74
Private, 30 days' sight	74 1/2
ON YOKOHAMA:—	
On demand—Pesos—87 1/2	
ON MANILA:—	
On demand—Pesos—87 1/2	
ON SINGAPORE:—	
On demand—Pesos—87 1/2	
ON BATAVIA:—	
On demand—Pesos—87 1/2	
ON HAIPHONG:—	
On demand—Pesos—87 1/2	
ON SAIGON:—	
On demand—Pesos—87 1/2	
ON BANGKOK:—	
On demand—Pesos—87 1/2	
SOVEREIGNS, Bank's Buying Rate	\$11.20
Gold LEAF, 100 fine, per tola	\$58.50
SILVER, per oz.	25 1/2

## SUBSIDIARY COINS.

	per cent
Chinese ... 20 cents pieces	\$7.10 discount
Chinese ... 10	\$7.65
Hongkong ... 20	\$7.00
Hongkong ... 10	\$6.98

## THE

## "REMINGTON" TYPEWRITER



Is not the cheapest when purchased,  
BUT IT IS THE CHEAPEST IN THE LONG RUN,

as is proved by the fact that the number of  
Remingtons sold annually is vastly greater  
than that of any other make.

It has always been and is to-day the recog-  
nized leader among writing machines.

It does the best work and keeps doing it  
for the longest time.

CAUTION.—Beware of skilfully renovated old Remingtons, some-  
times put up in apparently original packing, which are on the  
market just now. They are offered at low prices and apparently  
new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA:

**SIEMSEN & CO.,**  
Machinery Dept.

# OPIUM.

July 29th.

# HONGKONG TIDE TABLE.

From July to 31st, 1910.

Quotations are:—

Malwa New	...	\$1,950/2,000 per picul.	
Malwa Old	...	\$2,010/2,050	
Malwa Older	...	\$2,050/2,100	
Malwa V. Old	...	\$2,110/2,115	
Persian fine quality	...	\$1,400/1,500	
Persian extra fine	...	\$2,100	
Peking New	...	\$1,825	per chest.
Peking Old	...	\$1,780	
Bechara New	...	\$1,780	
Bechara Old	...	\$1,750	

## VESSELS IN DOCK.

July 29th.

KOWLOON DOCK.—	Hoangho, Gloria, Shunlee, Paklat.
TAIKOO DOCK.—	Union Sheet, Nippon Maru.

## HIGH WATER.

## LOW WATER.

Day of Water.	DAY OF MONTH.	Hongkong Mean Time.	Height.	Day of Water.	DAY OF MONTH.	Hongkong Mean Time.	Height.
		h. m.	ft. a.			h. m.	ft. in.
Mon.	29	10 43	7 8	1	29	2 45	6 4
Tues.	30	10 51	6 8	2	30	4 43	5 11
Wed.	31	11 29	7 5	3	31	6 48	3 11
Thurs.	1	12 16	6 9	4	1	8 52	2 11
		1 23 a.	6 9	5	2	10 54	1 6
Fri.	2	1 42	6 9	6	3	1 45	8 2
Sat.	3	2 42	5 2	7	4	3 18	7 7
Sun.	4	3 41	4 7	8	5	5 11	6 8
		4 32 a.	4 4	9	6	7 10	5 8
				10	7	9 10	4 6

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